This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

B 51194 6

Digitized by Google

GENERAL LIBRARY
UNIVERSITY OF MICHIGAN.

THE

Hagerman Collection

OF BOOKS RELATING TO

HISTORY AND POLITICAL SCIENCE

BOUGHT WITH MONEY PLACED BY

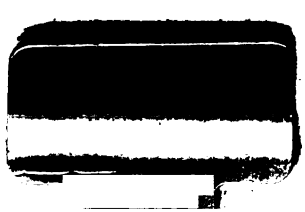
JAMES J. HAGERMAN OF CLASS OF '61

IN THE HANDS OF

Professor Charles Kendall Adams

IN THE YEAR

1883.



Digitized by Google

JS
13
.S145

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

19838

THE

MAYOR'S MESSAGE

WITH

ACCOMPANYING DOCUMENTS,

TO THE

CITY COUNCIL OF THE CITY OF ST. LOUIS,

AT ITS

NOVEMBER SESSION.

MICHIGAN

PRINTED FOR THE CITY COUNCIL.

ST. LOUIS, MO.:
ST. LOUIS TIMES COMPANY, CITY PRINTER.
1873.

Digitized by Google

Digitized by Google

CITY OFFICERS.

FROM APRIL, 1872, TO APRIL, 1873.

MAYOR,

JOSEPH BROWN.

D. H. MacADAM, *Secretary.* JOHN J. MEIER, *Assistant.*

COMPTROLLER,

HENRY KAYSER.

EDWARD L. ADREON, *Deputy.* THOMAS J. CARR, *Clerk.*
AL. MILLER, *Clerk.* JAS. B. WALSH, *Clerk.*

TREASURER,

DANIEL G. TAYLOR.

EDWARD BROOKS, *Assistant.* H. E. BRYAN, *Clerk.*

AUDITOR,

WALTER C. CARR.

LOUIS KASEHAGEN, *Deputy.* W. J. I. DOHERTY, *Clerk.*
GEO. M. PASCHALL, *Clerk.*

REGISTER,

JOHN J. FITZWILLIAM.

RICHARD WALSH, *Deputy.* FRED. GABEL, *Clerk.*

CITY COLLECTOR,

DANIEL T. WRIGHT.

C. C. ARCHER, *Cashier.* LOUIS ROSENBAUM, *Clerk.*
EDWARD G. CLIFFORD, *Clerk.* ROBERT FISHER, *Clerk.*
WILLIAM ROSE, *Clerk.*

CITY ENGINEER,

J. B. MOULTON.

A. RAUSCHENBACH, *Principal Assistant Engineer.*
A. HOEPPNER, *Ass't Eng.* WILLIAM WISE, *Ass't Eng.*
R. R. SOUTHARD, *Ass't Eng.* F. C. P. TIEDEMANN, *Ass't Eng.*
B. R. SINGLETON, *City Architect.* JULIUS MOULTON, *Ass't Arch.*
L. BOEDECKER, *Chief Draftsman.* C. W. OHM, *Ass't Draftsman.*
J. MULHOLLAND, J. LEOPOLD,
Chief Clerk Special Tax Dep't. *Chief Clerk.*

Digitized by Google

CITY COUNSELOR,

ED. P. McCARTY.

LAND COMMISSIONER,

JOHN H. TERRY.

JUDGE POLICE COURT,

MATT. R. CULLEN.

CITY ATTORNEY,

NICHOLAS A. MORTELL.

JOHN A. MORRISON, *Assistant City Attorney.*

CLERK POLICE COURT,

CASPER KUNDERT.

W. D. McVICKER, *Deputy.*

CITY MARSHAL,

JOHN R. SLEVIN.

WM. L. FITZGERALD, *Deputy.*
MARTIN SLEVIN, *Deputy.*
ALBERT HERCULES, *Deputy.*
FRED. C. MEHL, *Deputy.*
PAT'K J. TAAFFE, *Deputy.*
F. ROMER, JR. *Clerk.*

HARBOR MASTER,

JAMES DOYLE.

JAS. A. BAUMGARTNER, *Deputy.*
D. D. LYNCH, *Deputy.*
THOMAS COLLINS, *Deputy.*

SUPERINTENDENT OF FIRE ALARM TELEGRAPH,

SAMUEL D. HOWARD.

CHIEF ENGINEER OF FIRE DEPARTMENT,

H. CLAY SEXTON.

RICHARD BEGGS, *Ass't Eng.*
J. W. BAME, *Ass't Eng.*
J. TRICE, *Ass't Eng.*
G. W. TENNILLE, *Secretary.*

SUPERINTENDENT OF WORKHOUSE,

FRANK G. FITZGERALD.

Digitized by Google

BOARD OF POLICE COMMISSIONERS.

THE MAYOR, *ex-officio*, *President.*

WM. L. FERGUSON, *Vice Pres.* — WILLIAM PATRICK, *Treasurer.*
JULIUS HUNICKE. — JOSEPH PULITZER.
JAMES McDONOUGH, *Chief.* — GEORGE GAVIN, *Secretary.*
LAWRENCE HARRIGAN, *Chief of Detectives.* — J. C. CHAPMAN, *Chief's Clerk.*

CAPTAINS OF POLICE.

First District—JOS. HERCULES. *Third District*—H. A. BURGESS.
Second Dist.—ANTOINE HUEBLER. *Fourth Dist.*—THOMAS O'NEILL.

BOARD OF WATER COMMISSIONERS.

THE MAYOR, *ex-officio*, *President.*

R. M. RENICKE, *Act. Pres't.* — WILLIAM H. STONE, HENRY FLAD
ARDEN R. SMITH, *Collector.* — L. CHOUTEAU SMITH, *Auditor.*
DAVID GOODFELLOW, *Assessor.* — ASHTON P. JOHNSON, *Secretary.*
THOMAS J. WHITMAN, *Chief Engineer.* — BERNARD McSORLEY, *Superintendent Water Pipes.*

BOARD OF HEALTH.

JOSEPH BROWN, *Mayor, and ex-officio President.*

JULIUS HUNICKE, *Police Commis'r.* — F. V. L. BROKAW, *M. D.*
WM. CURRIE, *City Council.* — WILLIAM S. BARKER, *M. D.*
DR. R. H. O'BRIEN, *Clerk.* — W. L. BARRETT, *Health Officer.*

Digitized by Google

ORGANIZATION OF CITY COUNCIL---1872-73.

OFFICERS.

President,
LEWIS V. BOGY.

Vice President,
HENRY OVERSTOLZ.

Clerk,
WILLIAM H. SWIFT.

Assistant Clerk,
CHAS. E. WELLS.

Sergeant-at-Arms,
HENRY C. KATZ.

Page,
WM. HOFFMANN.

Member Board of Health,
WILLIAM CURRIE.

COMMITTEES—ELECTIVE.

BOARD OF FIRE ENGINEERS.

H. J. HINSMAN.	WM. K. PATRICK.
AUG. KOCH.	JAMES GARVIN.
J. P. MULLALLY.	H. C. YEAGER.

WATERWORKS.

A. KRIECKHAUS.	J. RYAN.
H. C. YAEGER.	JAMES TIERNAN.
H. RECHTIEN.	D. McATEER.

STREETS AND ALLEYS.

M. MADDEN.	A. McHOSE.
HENRY OVERSTOLZ.	AUG. KOCH.
JEREMIAH RYAN.	WILLIAM CURRIE.

PARKS AND PUBLIC GROUNDS.

JAMES GARVIN.	WILLIAM CURRIE.
GEORGE BAIN.	HUGH HAWKINS.
J. PAULY.	S. B. STANNARD.

SEWERS.

JEREMIAH RYAN.	J. C. ROGERS.
A. McHOSE.	HUGH HAWKINS.
JAMES TIERNAN.	H. RECHTIEN.

Digitized by Google

HARBOR.

S. B. STANNARD. J. H. AMELUNG,
E. G. SMITH. J. P. MULLALLY.
H. J. HINSMAN.

COMMITTEES—APPOINTIVE.

NORTH MISSOURI RAILROAD.

GEORGE BAIN. H. RECHTIEN.
D. McATEER.

WORKHOUSE.

A. McHOSE. W. K. PATRICK.
M. MADDEN. D. McATEER.
AUG. KOCH.

COMMONS.

JOHN E. HAGERTY. J. H. AMELUNG.
JOHN PAULY

WAYS AND MEANS.

A. KRIECKHAUS. E. G. SMITH.
HENRY OVERSTOLZ.

GASLIGHT.

HENRY OVERSTOLZ. GEORGE BAIN.
WILLIAM CURRIE.

CLAIMS.

J. C. ROGERS. JEREMIAH RYAN.
JAMES GARVIN.

REVISALS AND UNFINISHED BUSINESS.

HENRY C. YAEGER. JOHN E. HAGERTY.
J. H. AMELUNG.

SANITARY AFFAIRS.

H. RECHTIEN. J. P. MULLALLY.
JOHN E. HAGERTY.

STREET RAILROADS.

JEREMIAH RYAN. WM. K. PATRICK.
D. McATEER.

ENGROSSED AND ENROLLED BILLS.

JAMES TIERNAN. J. C. ROGERS,
JAMES GARVIN.

POLICE.

H. RECHTIEN. GEORGE BAIN.
JOHN PAULY.

MARKETS.

M. MADDEN. D. McATEER.
H. J. HINSMAN.

COUNCIL.

JOHN PAULY. H. J. HINSMAN.
J. P. MULLALLY.

Digitized by Google

DIRECTORY OF THE CITY COUNCIL—1872-73.

Ward.	Name.	Residence.	Place of Business.
First	A. McHose	2602 Seventh street	1560 Carondelet avenue.
"	H. J. Hinsman	Stein and Main streets	Stein and Main streets.
Second	Augustus Krieckhaus	2411 Buena Vista street	410 South Main street.
"	John Pauly	1100 Geyer avenue	944 North Main street.
Third	August Koch	929 Park avenue	
"	J. H. Amelung	Northeast corner Columbus and Soulard streets.	Northeast corner Columbus and Soulard streets.
Fourth	George Bain	1410 LaSalle street	210 and 212 South Main street.
"	James Tiernan	1010 South Eighth street	Southwest corner Second and Locust streets.
Fifth	Elon G. Smith	320 High street	103 South Second street.
"	Jeremiah Ryan	524 Montrose avenue	Corner Clark avenue and Emily street.
Sixth	James Garvin	1504 Chesnut street	916 Market street.
"	Lewis V. Bogy, President	1113 Chesnut street	320 Chesnut street.
Seventh	Henry C. Yaeger	3034 Washington avenue	12 South Main street.
"	William Currie	McClure avenue, west of Grand avenue	104 South Main street.
Eighth	John E. Hagerty	1005 Collins street	944 Broadway.
"	James C. Rogers	St. Nicholas Hotel	913 North Seventh street.
Ninth	Daniel McAteer	1528 Biddle street	508 and 510 Carr street.
"	*Hugh Hawkins	Northeast corner Twenty-third and Biddle sts.	Northeast corner Twenty-third and Biddle sts.
Tenth	Michael Madden	1531 North Seventh street	113 and 115 Morgan street.
"	John P. Mullally	1324 North Sixth street	1321, 1323, and 1325 Broadway.
Eleventh	Henry Overstoltz, Vice President	1301 North Market street	2120 Broadway.
"	William K. Patrick	1205 Chambers street	Northwest corner Thirteenth and O'Fallon sts.
Twelfth	Herman Rechtien	Ninth and Mallinckrodt streets	10 South Commercial street.
"	Samuel B. Stannard	Penrose street, near Broadway	Corner Bremen avenue and Front street.

*Died December 31, 1872.

CLERK—WM. H. SWIFT, Residence, 2604 Mills street.

ASSISTANT CLERK—CHAS. E. WELLS, Residence, 2409 Wash street.

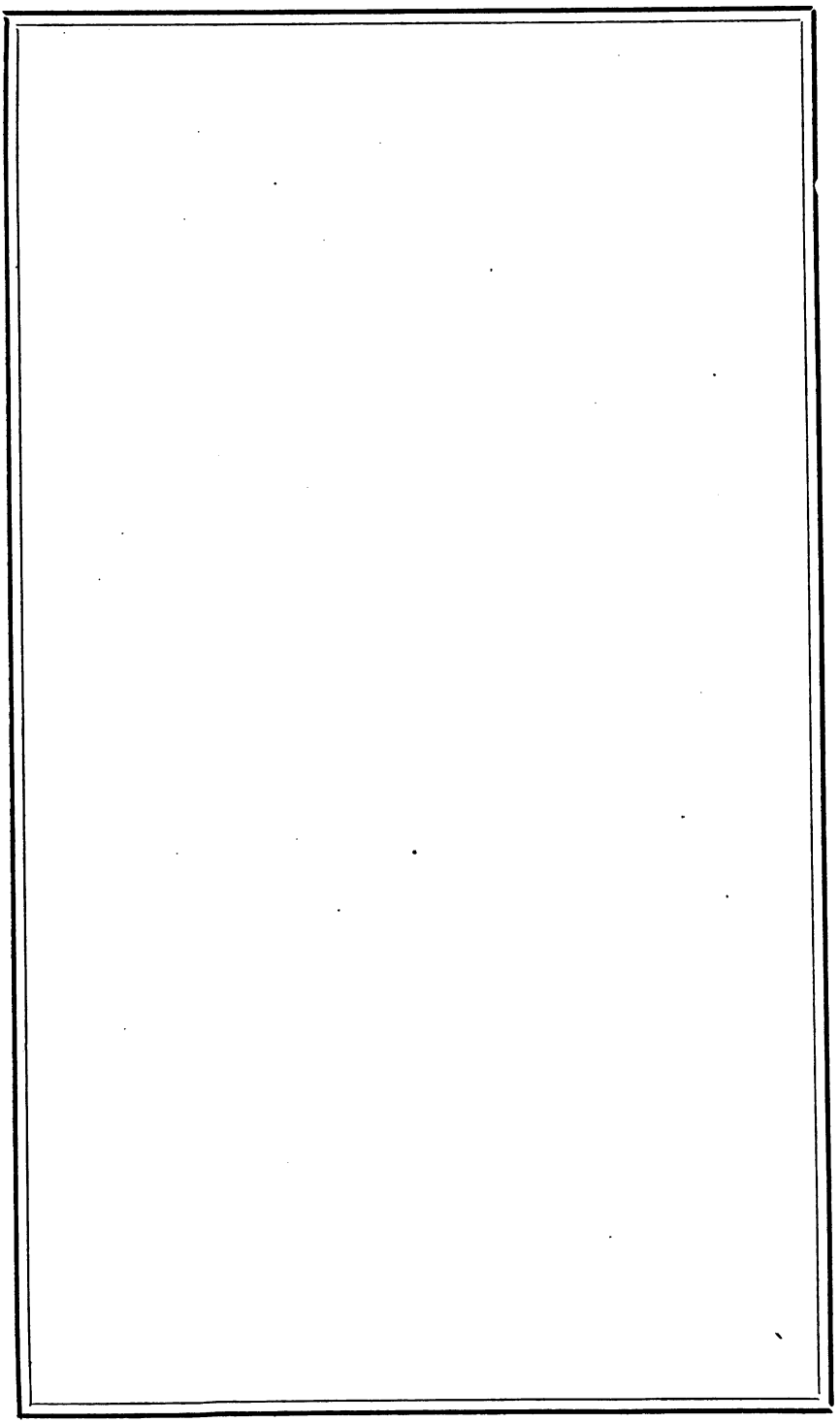
SERGEANT-AT-ARMS—HENRY C. KATZ, Residence, 2607 South Seventh street.

PAGE—WILLIAM HOFFMAN, Residence, 816 Soulard street.

Digitized by Google

MAYOR'S MESSAGE.

Digitized by Google



Digitized by Google

MAYOR'S MESSAGE.

MAYOR'S OFFICE,
ST. LOUIS, *November 11, 1872.*

To the Honorable City Council of the City of St. Louis:

GENTLEMEN—At the opening of the Regular Session of your honorable body, it is appropriate to present, in connection with the semi-annual reports from the different municipal departments herewith submitted, a brief statement of the affairs of the city, with such suggestions and recommendations as appear of importance to the public welfare. In all departments of commercial and manufacturing enterprise, and in population, the progress of the city is satisfactory and encouraging, and as the responsibilities of the Executive and Legislative departments of the municipal government increase with each step forward in our career, I trust the harmony and practical wisdom necessary to secure the proper legislation for an expanding and influential metropolis will characterize the Fall Session of the Council.

FINANCIAL AFFAIRS.

The total payment into the City Treasury from the various sources of revenue during the first half of the current fiscal year, ending October 7, 1872, was $2,215,387 68; balance in treasury April 9, 1872, $144,532 45, making an aggregate of $2,359,920 13. This sum is, of course, largely composed of the proceeds of incidental collections, and of the sale of

Digitized by Google

sewer and anticipation bonds authorized by the Council, the amount derived from the former being $130,000, and from the latter about $900,000. The collection of the general tax revenue is principally made during the months of November and December, and at the date above stated only a small portion of the same had been paid into the treasury.

The total disbursements by the City Treasury during the six months ending October 7, 1872, was, including unpaid warrants, $2,212,672 50, leaving balance in treasury at date stated of $147,247 63. Of the former sum, the amount paid for current expenses was $863,197 08; for interest on the bonded debt, $262,845 76; for bonds matured, $219,000; and for public works, $338,391 63.

The total bonded debt of the city, including the recent issue of water bonds under the act of the Legislature passed last winter, is $13,409,500. The floating debt, with the exception of $23,000 due on notes for purchase of buildings and grounds for Social Evil Hospital, is composed of the amount claimed as due by the Gas Light Company, which is, without interest, $435,641 96. The anticipation bonds, being merely temporary obligations, which will be canceled by the incoming revenue of the present year, cannot and should not be embraced in the indebtedness of the city.

The financial condition of the city, as indicated by the brief statement I have given, must be considered generally as healthy and satisfactory. The total indebtedness, contracted almost entirely for the furtherance of public works of a permanent character, is less than that of several other cities with smaller resources, and is no serious burden on a community representing a property valuation of over two hundred

Digitized by Google

and fifty millions, containing all the elements of vigorous prosperity, and increasing in wealth each year. The rate of taxation should be kept as low as possible, and the increase of our public debt should be circumscribed by carefully defined limits, but the financial policy of the city should be shaped to the requirements of our commercial and material progress. In legislating on public affairs we should not only be governed by present necessities, but also by the provisions necessary for future growth and development.

BONDS FOR THE BRIDGE APPROACHES.

I desire to call the attention of the Council to the necessity for early action in the matter of authorizing the issue of five hundred thousand dollars in city bonds for the payment of property condemned for bridge approaches. Unless this is done promptly, the operations of the Bridge Company will be impeded, and property holders affected by the condemnation will be subjected to further pecuniary loss, in addition to that already resulting from the delay in the proceedings.

In connection with this subject I may be permitted to suggest, that although the location of the bridge may have been called in question by some, the utility and commercial necessity of the great enterprise are so evident, that is it to be hoped, not only that no obstacle will be thrown in the way of its early completion, but that, so far as the co-operation of the city government is concerned, all the measures necessary to facilitate its progress will be promptly adopted. There can be no question but when this bridge and its approaches are finished, they will constitute a magnificent engineering achievement, reflecting enduring honor, not alone on the designers and builders, but on the community whose

Digitized by Google

commercial and industrial energy created the necessity for so stupendous a work, to meet the requirements of their trade and development. It is impossible for the commercial operations of the city, increasing as they are every year in magnitude, to be properly conducted without the aid of a bridge across the Mississippi, affording us certain and uninterrupted communication with the other side of the river and the railroad system radiating from East St. Louis. I greatly desire that the city should, at the earliest day possible, reap the advantages which will result from the completion of the bridge; for, apart from the mere question of public convenience and the dispatch of business, it will transfer to our midst a large amount of business, now transacted elsewhere, and greatly stimulate our municipal growth.

The building of a bridge at any point across the Mississippi is an undertaking of difficulty and importance; but in the harbor of St. Louis, where the water is usually deep, and the bed rock, the only sure foundation for the masonry of piers, lies buried nearly a hundred feet in sand, it becomes an undertaking such as very few men dare to attempt or to invest their means in. Fortunately, we have among us those who have genius sufficient to plan, united with the energy and determination necessary to execute such a work, and they have thus far prosecuted it with success and unrelaxing zeal. It is but due and fitting that we should grant all the support possible to sustain and encourage them in their efforts to complete this gigantic enterprise, not merely on account of its great importance to St. Louis, but in view of the peculiar difficulties necessarily connected with its execution. The cost is probably much heavier than was originally estimated, owing to the fact that the means by which the river foundations were laid had to be sought for in a hitherto com-

Digitized by Google

paratively unexplored field of engineering science. This great difficulty in the work has been triumphantly overcome —the bridge advances to completion with every prospect of success—and I believe the names of those who conceived and who ventured their means in this great enterprise will for ever stand honored and conspicuous in our history.

THE UNION DEPOT.

The tunnel is now in course of construction, and as its western terminus is fixed at that part of the city known as the Chouteau Pond Mill Tract, a grand union railroad depot is certain to be located there at no distant day. This unquestionably will be an important public benefit, for while immensely facilitating the transfer of freights and passenger traffic, it will transform a section of the city now of little value into an active centre of business, and a new impetus will be given to real estate and general business in that locality. In view of these facts, any temporary inconvenience resulting from the building of the tunnel is a matter of small consequence, and should create no public dissatisfaction.

I have said this much respecting the bridge enterprise, because some of our people (and possibly myself among the number) have been somewhat apathetic about it, owing to the location not exactly suiting our particular views. This, however, is now past; the bridge and its location is a fixed fact, and now all that is needed is to have it completed with as little delay as possible; for as soon as it is opened for public use, a revolution will take place in the manner of transferring freights and passengers, and an obstruction will be removed, now seriously detrimental to the trade and commerce of St. Louis.

Digitized by Google

THE CITY HALL.

The work on the new building intended for a temporary city hall is progressing satisfactorily, and in a few months will be completed. In its original design the building was only intended for the temporary accommodation of the city departments, but it now promises to answer all the purposes required for a number of years to come, and at a cost quite insignificant, compared with the accommodations provided. It is to be regretted that the present financial condition of the city does not seem to warrant the outlay necessary for the erection of a city hall commensurate with our existing needs and future growth; but I am glad to say, that in the building now in course of construction, we shall have all that public convenience will require, and we will be enabled to group the different departments in a manner that will greatly facilitate the transaction of business. The appearance and capacity of the building would be greatly improved by the addition of a mansard or raised roof to the original design, and I would suggest the advisability of increasing the appropriation to enable this to be done be taken under consideration by your honorable body. I have consulted with the City Engineer and City Architect on the subject, and I find that the additional cost will not be large, in view of the improved appearance and the additional capacity and other advantages.

UNION MARKET.

In my last communication to the Special Session of Council, held in August last, I stated the reasons which induced me to withhold my signature from the ordinance authorizing the sale of Union Market. The proposed sale excited very decided opposition at the time, but many of the property holders in the vicinity are desirous that it should

Digitized by Google

be made, and if your honorable body deem it for the best interests of the city that the property should be sold, I think it would be but just to that large body of citizens interested in the market, that provision should be made for giving public notice for as long a period as possible of the proposed action of the city.

THE PROPOSED NEW ELEVATOR.

The ordinance authorizing the erection of an elevator on the levee has proved inoperative, owing to legal defects, and consequently the company have been unable to proceed with the work. This delay is a matter for regret, as the proposed building is urgently required by the commercial interests of the city, and I trust another ordinance will be framed and passed, meeting all the difficulties found to exist, and under which the work can proceed without further interruption. It is only by the adoption of all modern improvements and appliances in the manner of doing business that our commerce can be extended, and that we can expect to compete with our commercial rivals.

STREETS AND PUBLIC WORK.

The total amount certified to by the City Engineer during the last six months for public work, executed under his department, was $795,380 81, which includes the special tax bills paid by property holders. The principal items embraced in this amount are: For grading streets and alleys, and charged to the respective district funds, $72,376 33; for repairing streets, etc., $127,446 12; for wharf and harbor, $53,800 51; for public sewers, $166,216 66; for public buildings, $17,571 80; and miscellaneous expenses, $54,-

Digitized by Google

342 92. The total amount paid for public work by the city was $513,478 94; and the amount paid in special tax bills, $281,901 87.

The amount paid for the repairing of streets and alleys is unusually large, and is owing to the constant and general repairs necessary to keep our thoroughfares even in average order. The expense of repairing with macadamizing, including labor and material, reaches the sum of $102,306 21, and of repairing Nicolson pavement $20,112 60. The City Engineer, in explaining these expenditures, states that the carriageways were so worn that in many instances the repairs were, in fact, an entire reconstruction of the road-bed, and that to put the Nicolson pavement in good condition for the winter and spring will involve an expenditure of over $70,000. It is admitted on all sides that wooden pavement is not adapted for streets subject to heavy and constant traffic, but the city is, perhaps, hardly prepared at present to meet the expense of substituting granite or other paving material on our principal thoroughfares. The condition of the streets, however, and the heavy cost for repairs, are certainly very serious matters, and should secure the careful consideration of the Council. As to the best kind of pavement for leading thoroughfares, I have only to reiterate the opinion already submitted to your honorable body, that granite blocks, properly laid, form the cleanest and most durable road-bed, and although severe on horses and vehicles, yet it possesses more than any other pavement the essential requisites of solidity and permanence, and its gradual adoption, on our principal thoroughfares would, I think, be the wisest policy. Except to suggest this plan, I have no special recommendation to make to your honorable body, but I

Digitized by Google

think the whole subject of our streets is one of very great importance, and should secure your careful consideration.

The extension of our sewer system proceeds steadily and satisfactorily, and a large portion of the amount expended under this head is devoted to the building of the Mill Creek sewer, which is now nearly completed to a point fifty feet north of Chouteau avenue, and the work is proceeding at three different points.

Three new engine houses have been completed within the past six months, at a cost of $16,158 50, and twelve drinking fountains have been erected in the central part of the city, and prove a very great public convenience.

The cleaning of the streets under the new system has, I think, resulted satisfactorily. A very great improvement has been effected on the work under the old contract plan, and I see no reason why it should not answer all the requirements of the public, and be permanently adopted. The amount expended during the last six months was $67,179 03, which includes the amount paid on the old contracts, and although the expense may be increased during the fall and winter months, yet the increased cost over the old system will not be serious compared with the public benefit accomplished.

For more minute particulars respecting the progress of public work generally, I would refer you to the report of the City Engineer herewith submitted.

THE DRIVING OF STOCK ON THE STREETS.

Accompanying this communication is a copy of resolutions recently adopted by the School Board, together with a communication from the President of the Board, respecting the

Digitized by Google

driving of stock through the public streets; and it is proper to state that there have been numerous complaints by citizens on the same subject. The ordinance at present in force governing this matter was framed with a view to remove the danger complained of, and at the same time to enable the transfer of stock to proceed under certain restrictions, for the business is one of importance, and in which a large capital is invested. I regret to say that it has not been found to work satisfactorily, for not only is it difficult to regulate the exact number of cattle in a drove, and to fix the responsibility for a violation of the law in this particular, but a reduction in the number of animals allowed to be driven at one time necessarily multiplies the number of droves, and the danger to citizens has not been appreciably diminished. Indeed, within the last few months accidents have been quite numerous, in some instances resulting in death or permanent injury, and the popular feeling on the subject is so deep and general, that it is my duty to direct your attention again to the subject. I am always unwilling to recommend restrictive enactments as to any of those branches of traffic which give vigor and activity to our municipal life, but the first consideration must be the protection of the lives of our citizens and their children, and so far as this is concerned, careful regulations should be imposed on every department of business where the same are necessary. Stock operators may be somewhat inconvenienced, but their business cannot be seriously injured if the routes on which droves may be driven to the river are definitely prescribed, and they are allowed to transfer stock in the night time only. In any case, however, some additional legislation is needed on this subject, and I respectfully submit it for consideration.

Digitized by Google

THE PACIFC RAILROAD TRACK.

A movement has originated in the southern part of the city in reference to the track of the Pacific Railroad, and a large body of citizens held a mass meeting some time ago, and appointed a committee to confer with Pacific Railroad Company, with a view to obviating the danger which the crossing of the track involves to the citizens resident in the southern part of the city, and embracing nearly one-third of the whole population. The evil as it now exists is the result of the growth of the city around a railroad terminus, which was originally fixed with the concurrence of the people, and a fair settlement of the question will be attended with some difficulty.

I have no doubt the Railroad Company will be willing to co-operate with the city in any equitable arrangement, and in sympathy with the interests of the large body of our citizens, who suffer from the existing evil, I suggest that some action be taken by your honorable body, by the appointing of a committee to confer with the management of the road. The bridging of the principal streets, as a temporary remedy, would be a public convenience that would be generally appreciated. The Pacific Railroad has unquestionably been of very great benefit to this city and State, and is to-day one of our leading Western lines, and in proceeding in this matter the people should not be actuated by any feeling of hostility to the corporation, but rather of friendly co-operation toward an important object.

THE HOUSE OF REFUGE.

I transmit for the consideration of the Council the report of the Board of Managers of the House of Refuge, respecting the charges made by the Grand Jury against the officers

Digitized by Google

of the institution, as to the cruel treatment of inmates. In the absence of other evidence on the subject, this report must be regarded as vindicating the management of the institution from the general charges preferred, although it appears that there were exceptional instances of severity on the part of a subordinate officer. I have recently visited and carefully inspected the institution myself, and so far as the appearance of the inmates and the establishment generally are concerned, I found them as satisfactory as could be desired; but if statements of many of the inmates are to be at all relied upon, the food is frequently of improper quality and badly prepared, and the corporal punishment unnecessarily severe compared with the offenses committed. In connection with this subject, however, I would state that, in my opinion, the whole system on which this institution is based is radically defective, and the public generally regard it with dissatisfaction. It is intended to be reformatory in character, and yet, in reality, it is principally a prison house for juvenile criminals, where compulsory educational discipline assumes the form of a punishment. The power of commitment is indiscriminately vested in a number of persons, while the power of discharge is practically confined to the Superintendent, as the Board of Managers must necessarily be governed to a great extent by his recommendation in every case. It is mainly supported by the city, and yet the city authorities have practically no control over it, nor can they, although clothed with the power to commit, exercise, under any circumstances, the right to order a discharge. In several instances, during my administration, I have committed homeless and abandoned children to the institution, whose only crime lay in their misfortune and poverty, and I sent them to the institution with regret, and only because I was not

Digitized by Google

authorized to otherwise provide for them. On entering it they must necessarily be forced into companionship with depraved youth, for the size and character of the establishment do not admit of any separation of classes among the inmates. The boy or girl sent down by a court, and convicted of a felony or other offense, may be the daily associate in work and play of a child of pure and guileless heart, who is the innocent victim of orphanage or abandonment. This simple fact is so plainly wrong in itself as to demand an immediate change, and although there are other objections that might be stated, I think I have said sufficient to indicate the defects in the existing law.

As to the treatment of juvenile inmates, it is a matter that requires great prudence and experience, and the officers should be most carefully selected. I am entirely opposed to corporal punishment in such institutions, believing that if inflicted at all it should be by a parent's hand, and it is a question even in any case if it does not often engender more dangerous passions than those it was intended to subdue.

Owing to conflicting opinions on religious questions, there will always be probably some objections urged against reform schools, but there should be some provision made, either by the State or the city, for the care of two classes of youth—one composed of minors of depraved habits and convicted of crimes, and the other of those improperly exposed by abandonment or otherwise, but not vitiated in character. What is most pressingly needed here at present is an institution for the support and improvement of boys and girls who are thrown upon the care of the public authorities, where, protected from contaminating influences, they can receive a fair education, be taught some practical avoca-

Digitized by Google

tion, and so developed into useful citizens. In any event, the existing law governing the House of Refuge should be entirely changed, and with the co-operation of the City Council there can be little difficulty in effecting that result.

THE CHARTER COMMISSION.

The Commission authorized by your honorably body to revise the Charter of the city have made considerable progress with the work, and hope to complete it before long. It has been found necessary to introduce some important changes in the city government, with a view to simplifying its operation, and rendering it more effective throughout all the departments, and calculated to meet all the requirements of an expanding city. It is hoped the result of their labors, when submitted, will meet the full approval of the City Council.

HOSPITALS, WORKHOUSE, ETC.

The plan authorized by the Council, for the extension of our hospital accommodation, is being carried into effect without delay. The foundations and cut stone work for the west wing of the new hospital, on block No. 1252, will be completed by the close of next month, and the work will be pushed forward as rapidly as possible.

The appropriation for the work contemplates the erection only of the west wing of the building, and while statistics for the past year clearly show that, in proportion to our population, we have one of the healthiest cities on this continent, yet our hospital facilities are far from adequate to our needs as a city. Before the west wing can be finished there will be more than enough patients to fill it, and I would earnestly recommend that provision be made for the erection

Digitized by Google

of the entire building, for so rapid is the growth of our city that it will be urgently needed, even before the time it can possibly be finished.

The purchase of a building and grounds near the County Insane Asylum, known as the Thomas property, for a Social Evil Hospital, has been closed, and the institution is now in operation, and the premises prove admirably calculated for the purpose, and give general satisfaction.

The foundations of the additions to the City Workhouse are nearly completed, and also the Superintendent's residence and the alterations authorized in the old dining hall. The cost of the work will probably fall within the appropriation, and the improvement in the accommodations and general character of the institution will be very important. The present management is careful and efficient, and within the past few months the revenue derived from the work of the inmates has come nearer balancing the cost of support than at any previous period.

THE WHARF AND HARBOR.

The central portion of the paved levee from Mulberry to Biddle street is in fair order, and is kept in a much cleaner condition than formerly; the cost for repairs has been something under $12,000. The course of improvements in the wharf north and south is somewhat slow, owing to lack of sufficient means, uncertainty as to the title in some places, and other causes; yet some progress is being made, and from the character and magnitude of the work it must necessarily be expected to extend over a term of years.

The improvements and protective measures in the harbor

Digitized by Google

of St. Louis, authorized by the United States Government, are in progress under the supervision of General Raynolds, but the appropriation made is insufficient to carry out all the work necessary to render the harbor entirely safe for the future, and some formal action by your body asking that additional means be provided might be beneficial.

A HARBOR TUG.

A steam tug, owned by the city, has long been needed to perform the various services required in connection with the levee and harbor, and for which an annual expense has to be incurred. In cleaning the landing, removing wrecks and obstructions, as a police boat for night service, and various other purposes, it would be of great value; and, if provided with suitable pumps, in case of a fire among the steamers at the landing it could do much toward checking the flames, removing boats from danger, and in hauling burning boats into the stream, and preventing their sinking at the landing and causing obstructions. A tug properly constructed could also do a good deal toward keeping the harbor open during the winter, thereby protecting our river marine from the loss and damage which have often occurred by ice. I am assured that there are responsible parties who would charter such a boat, pay all its running expenses, and engage to do all the necessary services required by the city, retaining merely the privilege of towing and doing other business in the harbor when the tug is not needed by the city.

Such a vessel can be built, and suitable pumps and hose put on it, at a cost not to exceed $20,000, and as I deem the matter of more than ordinary importance, I respectfully suggest that it be taken under consideration.

Digitized by Google

THE PUBLIC HEALTH.

Since the close of your last session, notwithstanding a heated term of unusual severity, the health of the city has been remarkably favorable, owing, doubtless, to an improved sanitary condition. Within the past month or so the small-pox, which is prevailing generally over the country, has made its appearance here, but not so seriously as to be considered epidemic. The Board of Health have adopted energetic measures to control the disease by endeavoring to insure a general vaccination among all classes of citizens, which is being done, and causing prompt removal of patients to hospital quarters, and the disinfecting of premises. This action necessitates some additional expense to the department, and while your honorable body may rest assured that no measure will be neglected which is necessary for the protection of the public, it will be necessary to considerably increase the appropriation.

THE GOVERNMENT BUILDINGS.

In accordance with the instructions of the Council, I submitted to the proper officer of the United States Government the proposition of the city to sell the ground occupied by the old Tobacco Warehouse, for a site for the proposed new Customhouse and Postoffice, but it was not accepted. The selection made was the Crow block, and which, although not as satisfactory to many of our people as a more southern site, closer to the business centre, yet it should be a matter for congratulation that the subject is now settled, and that an imposing architectural feature has been guaranteed to the city.

Digitized by Google

TOWER GROVE PARK.

This extensive park is now open to the public, and attracts a large number of visitors, owing to the pleasure of a drive for carriages, which is wanting in our other parks. The beauty of the park cannot be fully realized until the trees and shrubbery have attained a larger growth, but the general design is tasteful and picturesque, and it is an important addition to the city. The questions connected with the city's tenure of the park, as already submitted to the Council, have not yet been satisfactorily settled, but now that the park is finished, and our citizens can enjoy its advantages, there are none, I think, who regret the expenditure by the city in securing it, and who do not feel grateful to the public spirited citizen who originated the project, and made its realization possible.

THE WATER PIPE QUESTION.

The act passed at the last session of the Legislature refunding to property holders the amounts heretofore paid by them for water pipe laid in front of their property, is not only retrospective in character, but cuts off the city from any claim for water pipe laid in the future, and will greatly disarrange the finances of the Water Commission, and otherwise interfere with its operations. It seems a hardship to to compel property holders to pay for water pipe thus laid, yet the fact of the city water being in proximity to property enhances the value and rent of such property, and I would recommend that a committee be appointed to represent the matter in its true light before the Legislature, and endeavor to obtain the repeal of the act.

In conclusion, gentlemen, I have only to add that, in view

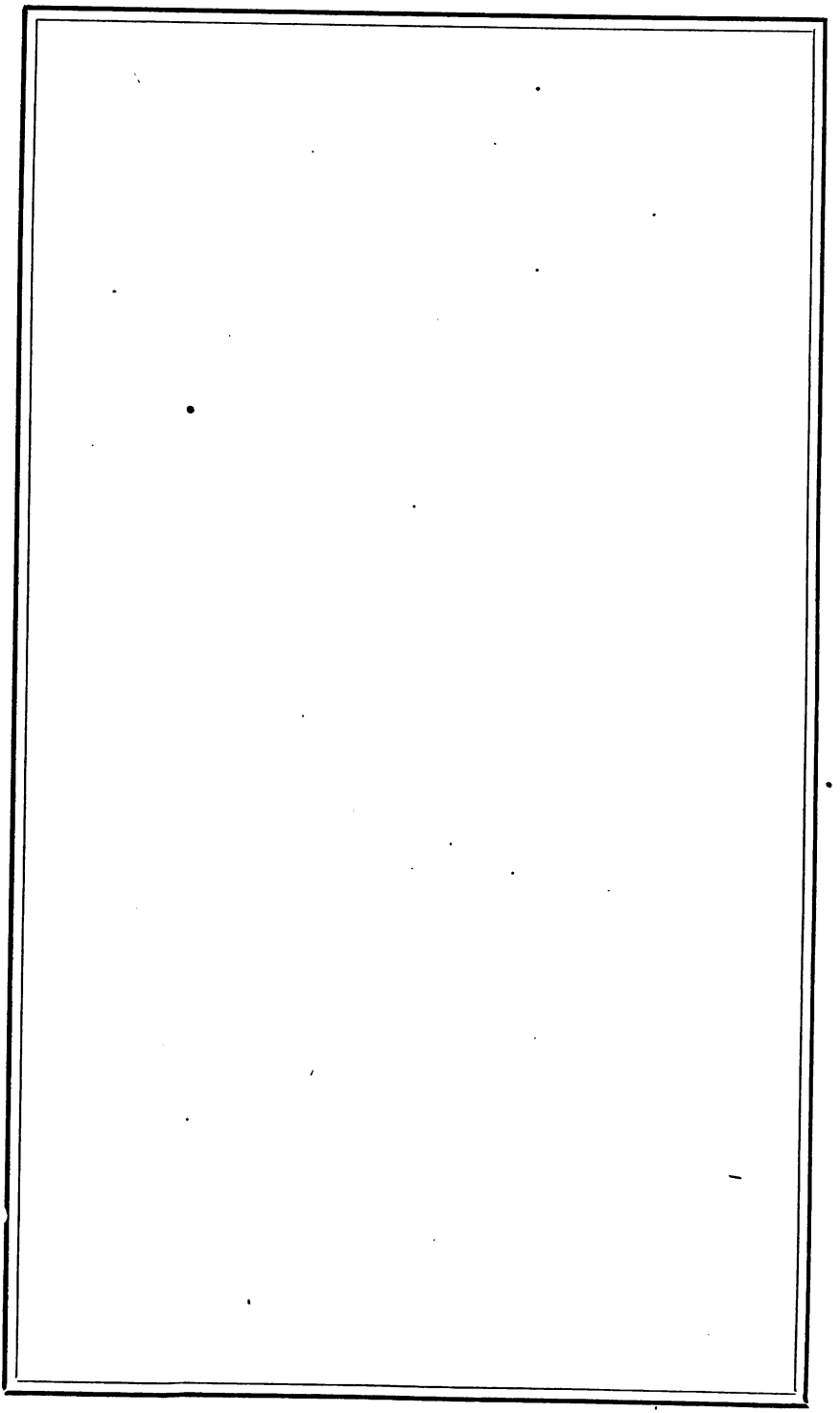
Digitized by Google

of the important character of the legislation necessary during the session now opened, I trust nothing will occur to disturb the harmony of your proceedings. The people look to your body particularly for the measures necessary for the public welfare in all its interests, and the efficiency of the executive and other departments are mainly dependent on your action.

Respectfully submitted.

JOSEPH BROWN, *Mayor.*

Digitized by Google



Digitized by Google

CORRESPONDENCE.

Digitized by Google

Digitized by Google

COMMUNICATION

FROM THE

PRESIDENT AND SECRETARY OF ST. LOUIS PUBLIC SCHOOLS.

OFFICE SECRETARY BOARD OF PUBLIC SCHOOLS,
ST. LOUIS, *October 14, 1872.*

To the Honorable Mayor and City Council of the City of St. Louis:

GENTLEMEN—At the last meeting of the Board of President and Directors of the St. Louis Public Schools, action was taken in reference to the danger to school children from driving cattle through the streets of the city, in violation of city ordinance, etc.

A copy of the record of said Board is herewith enclosed, which sets forth the facts complained of. On behalf of the Board, I respectfully ask your honorable body to take such action in the premises as will effectually protect the Public School children, going to and returning from school, from the danger of driving cattle through the streets of the city during school hours.

I am, very respectfully,

Your obedient servant,

FELIX COSTE,

President.

Digitized by Google

OFFICE SECRETARY BOARD OF PUBLIC SCHOOLS,
ST. LOUIS, *October 14, 1872.*

At a regular meeting of the Board of President and Directors of the St. Louis Public Schools, held in the Session Room at the Polytechnic Institute Building, in the city of St. Louis, on Tuesday, the eighth day of October, 1872, among others, were the following proceedings, to wit:

DRIVING CATTLE THROUGH THE STREETS.

The President stated that frequent complaints had been made to him in regard to the danger to school children, arising from the driving of cattle through the streets of the city, and he had requested the Attorney to investigate the matter, and submit his views of the best mode of abating the nuisance complained of, and providing for the greater security of the lives of the children; whereupon the Attorney had submitted the following paper for the action of the Board:

WHEREAS, Repeated complaints have been made to this Board of the insufficiency, for the protection of school children, of ordinance No. 7797, "To regulate driving cattle in the city of St. Louis, and to protect life and property," as well as the insufficient manner in which such ordinance is enforced by the authorities; therefore, be it

Resolved, That the following communication be addressed, respectively, by this Board, to the Mayor and City Council of the city of St. Louis, and to the Board of Police Commissioners of the city of St. Louis, on that subject.

First—

To the Honorable the Mayor and City Council of the City of St Louis:

The Board of President and Directors of the St. Louis Public Schools, respectfully call your attention to the insufficiency of ordinance No. 7797, "Regulating the driving of cattle through the city of St. Louis, and to protect life and property."

The ordinance provides for the number of cattle that may be driven in one herd, how guarded, and for the rate of speed at which they may be driven through the streets of the city, but permits cattle to be driven through the streets at all hours of the day. Thus it comes that herds of cattle are constantly driven through the main thoroughfares of the city at the very hours, and principally between the hours of eight and nine o'clock A. M., when thousands of children crowd the streets for the purpose of reaching their respective school houses.

Digitized by Google

The driving of cattle on Chouteau avenue, Benton and North Market streets, in the immediate vicinity of which some of the largest school houses are located, at hours when children, unattended, habitually go and return from such school houses, has given rise to a great deal of apprehension and complaint, which may easily be removed by so amending the ordinance as to require the driving to be done at the early hours of the morning, or late hours of the afternoon or at night, when the frequenters of the public streets consist chiefly of grown people, possessing sufficient discretion to protect themselves.

The Board, therefore, would respectfully request that unless there are paramount considerations to the contrary, the ordinance be so amended.

Second—

To the Board of Police Commissioners of the City of St. Louis:

The Board of President and Directors of the St. Louis Public Schools, would respectfully call your attention to the insufficient manner in which city ordinance No. 7797, "To regulate driving cattle in the city of St. Louis, and to protect life and property," is carried out.

The ordinance expressly provides that cattle shall not be driven at a greater speed than three miles per hour, nor in larger droves than twenty-five cattle, and with an attendance to each drove of at least three men, two of whom at least shall ride in advance of the drove, yet it is not an unfrequent thing to see one or more of these provisions for safety disregarded, to the great danger of school children, who are compelled to pass through the main thoroughfares along which the cattle are so driven.

While the ordinance is insufficient in itself, the Board, on behalf of childred intrusted to its care, must request that its provisions be strictly enforced.

Mr. Lippman moved that the President be requested to present the memorial to the City Council and the Board of Police Commissioners, and use all efforts in his power to have the nuisance of driving cattle through the streets of the city in day time abated, which was carried.

Witness my hand and seal of said Board of President and Directors of the St. Louis Public Schools, this day and year first aforesaid.

MILTON H. WASH, *Secretary.*

Digitized by Google

COMMUNICATION

FROM THE

MANAGERS HOUSE OF REFUGE.

ST. LOUIS, *August* 1, 1872.

To the Honorable Mayor and Council of the City of St. Louis, and to the Honorable County Court of St. Louis County:

In the Sunday morning issue of the *Missouri Democrat*, of the fourteenth ultimo, there appeared a report from a committee of the Grand Jury, signed by W. C. Watts and C. Conrades, charging excessive cruelty against the Superintendent of the St. Louis House of Refuge, which was made without delay the subject of investigation by the Board of Managers. The undersigned members of the Board (Geo. Partridge, Esq., being absent from the city) met from time to time, and invited the most thorough, free and extended inquiry from all parties presenting themselves, who might be cognizant of any facts connected with the specified charges, or acquainted with the discipline of the institution from its inauguration, eighteen years ago, to date.

From the weight of evidence taken, we find that Jordan, Philliber, Lewis, and Miller were whipped, so as to cause an abrasion of the skin, and more severely than the rules or practices of the institution authorized; yet, as we believe, not justifying the extravagant language used by the Committee.

Mr. Blair, who executed these sentences of whipping, was new in the discharge of these duties, and in consequence, subject to more or less aggravation from the boys.

The Superintendent was confined to his room by illness, and disabled from being present, and hence, we believe, the cause of this occurrence.

Mr. Blair has been reprimanded and relieved from the further execution of sentences of whipping.

We find, also, that the Superintendency of Mr. Gleason and the Matronship of Mrs. Gleason, appertaining to the St. Louis House of Refuge, since the beginning, eighteen years ago, have been characterized by

Digitized by Google

mildness, and that whenever a rare exception of seeming severity has presented itself, it is, almost without exception, connected with a case of incorrigibility—willful and persistent violation of the rules or defiance of authority.

We feel assured that Superintendent Gleason and wife are not justly chargeable with undue severity, in the discharge of their irksome and arduous duties, and that the system of discipline is as mild as practiced in reformatory institutions generally, and quite as mild as may be effectual for reformatory purposes.

There is no punishment in this institution but which will be preferred, at times, by some of its worst inmates, to either study in school or work of any kind.

The general condition of the institution has been uniformly good: there has been a sufficiency of wholesome food, thorough cleanliness of person and premises has been enforced, clothing and bedding in good repair and clean, hours in the school room and recreation grounds regular, and in cases of sickness, careful attention and kindness. The good health of the inmates of the St. Louis House of Refuge throughout its entire existence has been remarkable, when compared with instiutions of like character—likewise its bill of mortality, which shows but twelve deaths in eighteen years, out of 2,850 inmates.

Many of the graduates have sought the Refuge for a temporary home, preferable to any they could obtain ontside, and were always kindly received and encouraged to be good men and women. The importance of a State Reform School has been urged upon the Legislature for years past, and the necessity for the seperation of juvenile criminals from those not yet tainted with crime, exists to such an extent as to demand at the hands of the proper authorities the earliest attention.

Respectfully submitted,

M. BROTHERTON.
J. H. LIGHTNER.
CARLOS S. GREELEY.

I concur in the report, excepting as to the general management, of which I cannot express an opinion, having been a member of the Board only for a few weeks past. JNO. WITHNELL.

Digitized by Google

Digitized by Google

SEMI-ANNUAL REPORT

OF THE

CITY AUDITOR,

FOR THE

FIRST HALF OF THE CURRENT FISCAL YEAR,

Ending October 7, 1872.

Digitized by Google

Digitized by Google

REPORT

OF THE

CITY COLLECTOR.

OFFICE OF CITY COLLECTOR,
ST. LOUIS, *November 11, 1872.*

To the Honorable City Council of the City of St. Louis:

In conformity to the Revised City Ordinances, I herewith respectfully submit a statement of the collections and disbursements of this office for the six months commencing April 8, 1872, and ending October 12, 1872.

April 8, 1872, to May 11, 1872	$ 119,417 01	
May 13, 1872, to June 8, 1872	23,948 51	
June 10, 1872, to July 6, 1872	27,944 42	
July 6, 1872, to August 10, 1872	26,752 54	
August 12, 1872, to September 7, 1872	16,409 40	
September 9, 1872, to October 12, 1872	41,532 00	
		$256,003 88

FROM WHAT SOURCES.

Auctioneers	$ 1,800 00	
Advertising agents	15 00	
Banks	6,100 00	
Amounts carried forward	$7,915 00	$256,003 88

Digitized by Google

Amounts brought forward	$7,915 00	$256,003 88
Billiards and ten pin alleys	780 00	
Bill posters	10 00	
Commission merchants	7,925 00	
Dram shops	37,000 00	
Delinquent penalties	414 00	
Delinquent taxes	336 78	
Dog licenses	1,122 00	
Exhibitions	675 00	
Engravers	120 00	
Hotel, steamboat and railroad runners	600 00	
Insurance companies	8,000 00	
Interest	111 16	
Intelligence offices	150 00	
Junk shops	550 00	
Lithographers	60 00	
Loan agents	50 00	
Lumber measurers	20 00	
Merchants	79,128 48	
Markets	25.889 78	
Meat shops	6,650 00	
Merchandise brokers	950 00	
Non-resident traders	100 00	
Opening streets	24,755 35	
Ordinaries	1,140 00	
Peddlers and hawkers	5,037 50	
Photographers	600 00	
Pawnbrokers	2,850 00	
Real estate agents	4,300 00	
Rents	2,464 38	
Stock traders	330 00	
Surveyors	25 00	
Vehicles	18,853 20	
Veterinary surgeons	45 00	
Wharfage	14,807 60	
Weighers	850 00	
Weighers' tickets	1,438 70	
		$256,003 88

Digitized by Google

DISBURSEMENTS.

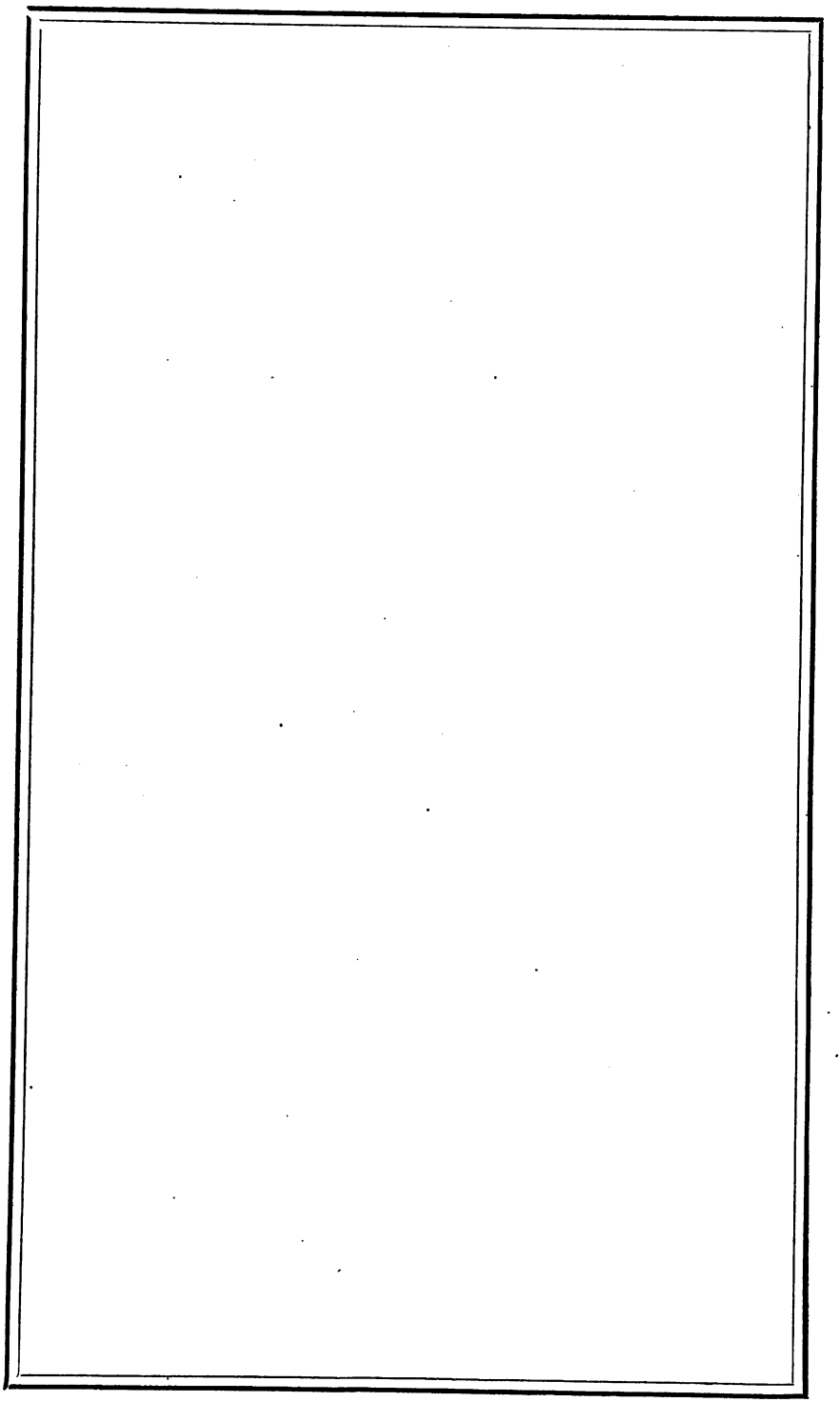
By cash paid to City Treasurer	$256,003 88
Commissions on collections	6,400 08
Paid expenses employes in office	3,289 45

Respectfully submitted,

D. T. WRIGHT,

City Collector.

Digitized by Google



Digitized by Google

SEMI-ANNUAL REPORT

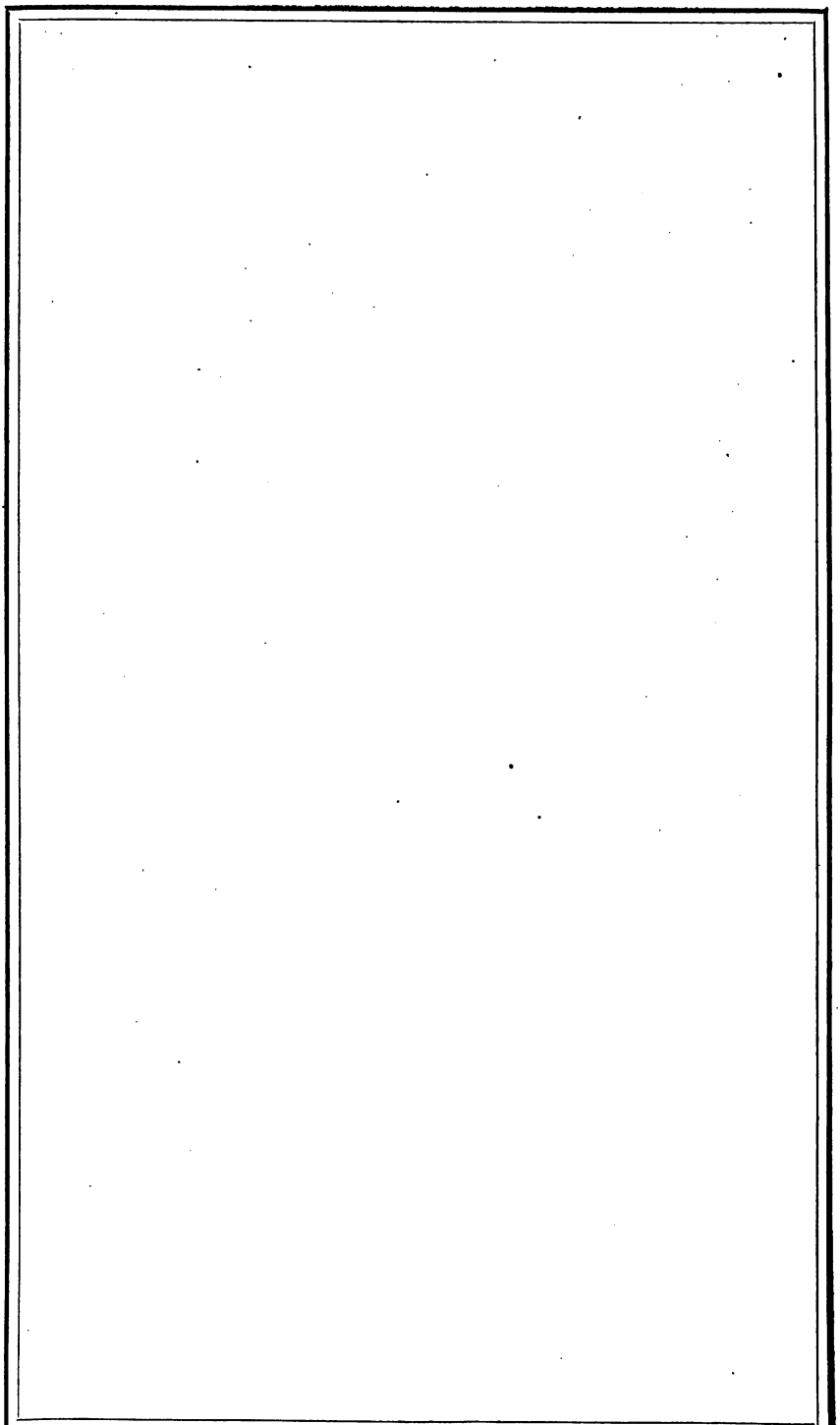
OF THE

CLERK POLICE COURT.

Digitized by Google

Digitized by Google

Digitized by Google


Digitized by Google

Digitized by Google

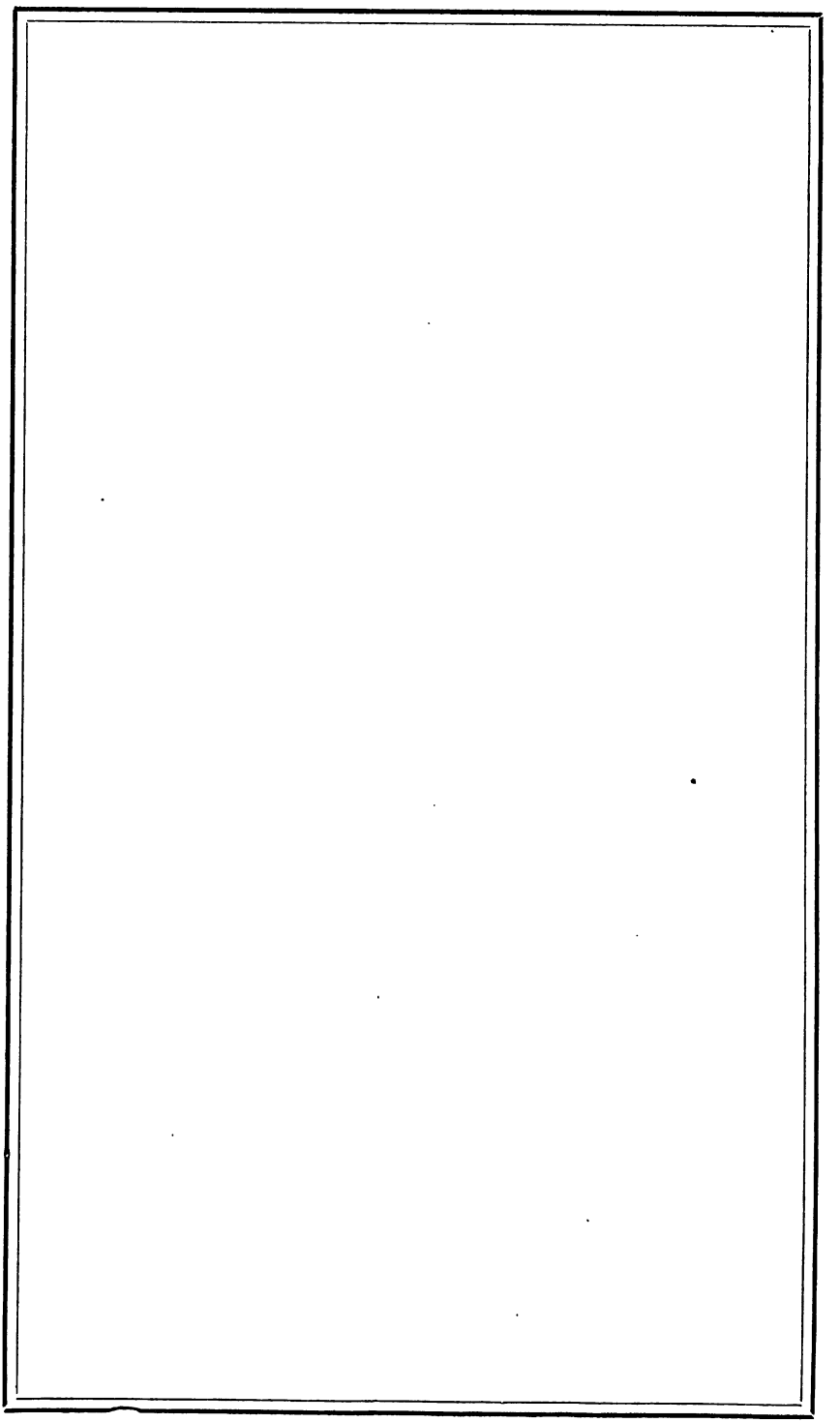
Digitized by Google

REPORT

OF THE

BOILER INSPECTOR.

Digitized by Google



Digitized by Google

REPORT

OF THE

BOILER INSPECTOR.

To the Honorable City Council of the City of St. Louis:

GENTLEMEN—I have the honor to submit the following report, viz.:

Boilers inspected, from April 10 to October 10, 1872	347
Caused to be repaired	41
Condemned	7
Exploded	1
Applications for Engineers' licenses	238
Granted	201
Rejected	37
Permits to run boilers less than five horse power	52

The above explosion occurred at A. McDonald & Co.'s, and from the evidence taken before the Coroner's Jury, it was caused by the carelessness of engineer in charge in failing to open valve to main steam pipe; also, in not having the safety valve in working order.

Very respectfully yours,

I. H. BETTIS,

Boiler Inspector.

Digitized by Google

and private institutions on the line of the proposed pipe, which heartily desire the speedy completion, and would at once make attachments for the supplying of their institutions with water.

The health of the prisoners has been remarkably good, there being little or no sickness of a serious nature. In consequence of the provisions made by your honorable body, at your last session, to have the improvements completed, which I recommended in my last report, I have no further suggestions to make in that line, and firmly believe they will prove a great benefit to the better working and safe keeping of prisoners committed to this institution.

With many thanks to the Honoroble Board of Managers for their kindness and attention,

I remain your obedient servant,

F. G. FITZGERALD,

Superintendent.

Digitized by Google

SEMI-ANNUAL REPORT

OF THE

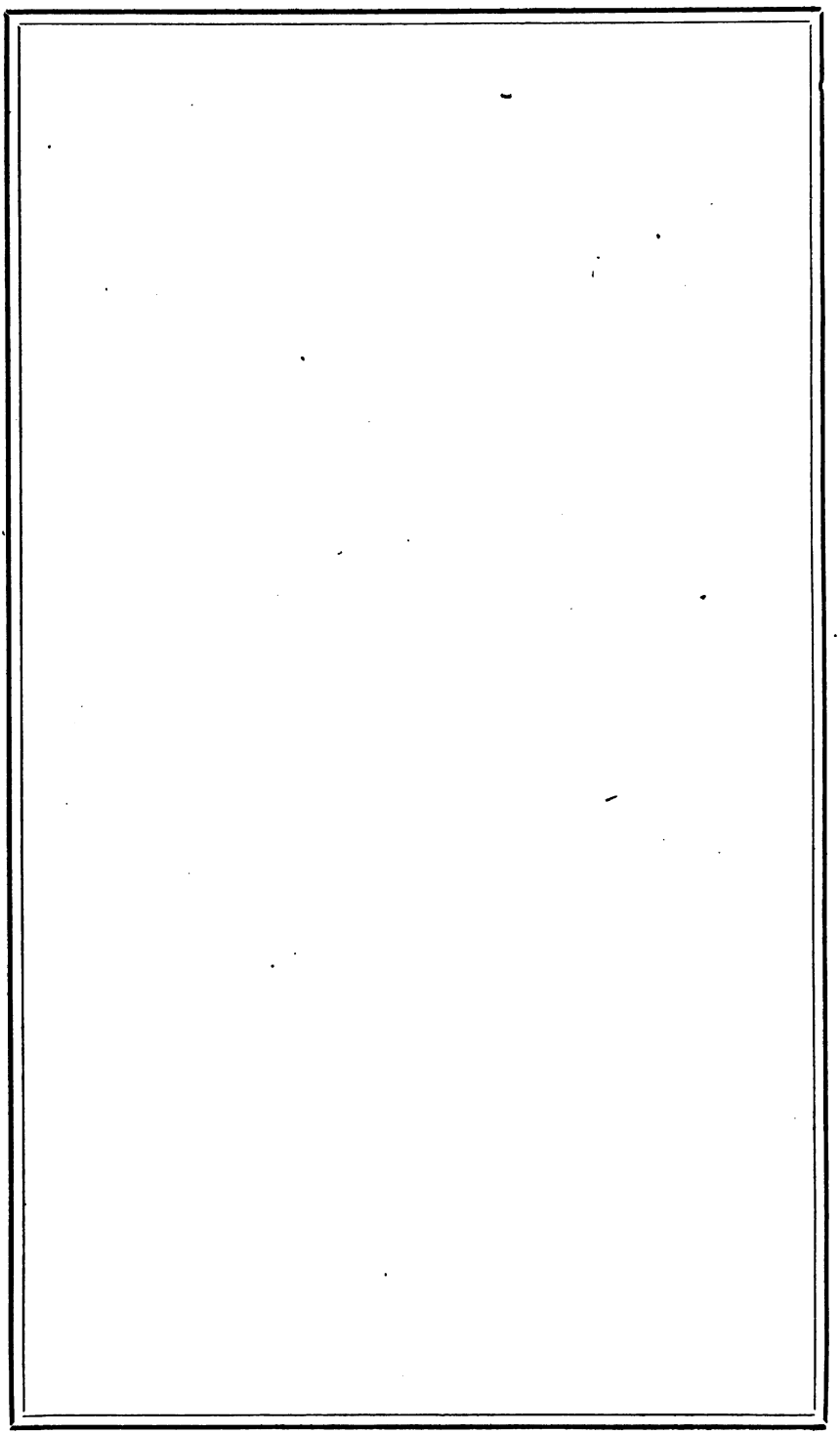
CITY MARSHAL,

FOR THE

FIRST HALF OF THE CURRENT YEAR,

Ending October 9, 1872.

Digitized by Google


Digitized by Google

REPORT

OF THE

CITY MARSHAL.

CITY MARSHAL'S OFFICE,
ST. LOUIS, *October 10, 1872.*

Hon. Henry Kayser, Comptroller:

SIR—In accordance with the requirements of the Revised City Charter, I have the honor to submit the following statement of the business of this office, from April 8, 1872, to October 9, 1872:

POLICE COURT.

Total amount of fines and costs delivered to Marshal for collection		$33,957 87
Total amount satisfied	$14,230 87	
Total amount sent to Workhouse	55,609 50	
Total amount otherwise returned	14,117 50	
	$33,957 87	$33,957 87

ITEMS OF EXECUTIONS "OTHERWISE RETURNED."

Stayed by Mayor	$ 283 00	
Nulla bona	677 50	
Appealed	3,251 50	
Carried over	2,713 50	
House of Refuge	6,873 00	
Stayed by Police Justice	319 00	
		$14,117 50

Digitized by Google

STREET OPENINGS.

TWENTIETH STREET,

FROM UNION ADDITION TO CASS AVENUE.

Twenty-eight executions received from Land Commissioner.....		$544 53
Printing cost collected on satisfied executions.....		138 71
Seventeen executions satisfied.....	$312 09	
Eleven executions sold to city.....	232 44	
Printing cost as above.....	138 71	
	$683 24	$683 24

NOEME STREET,

FROM PACIFIC RAILROAD TO CHOUTEAU AVENUE.

Fifty-nine executions received from Land Commissioner...		$3,042 12
Printing cost collected on satisfied executions.....		55 41
Forty-three executions satisfied.....	$2,106 53	
Sixteen executions sold to city.....	935 59	
Printing cost as above.....	55 41	
	$3,097 53	$3,097 53

PAPIN STREET,

FROM JEFFERSON AVENUE TO SUMMIT AVENUE.

Thirty-seven executions received from Land Commissioner.....		$1,571 87
Printing cost collected on satisfied executions.....		297 95
Twenty-seven executions, satisfied.....	$1,347 63	
Seven executions sold to city.....	128 54	
One execution sold to John Rhein.....	62 80	
One execution sold to J. Q. A. Fritchey and E. B. Sherzer.....	11 30	
One execution sold to Mary E. Dickey.....	21 60	
Printing cost as above.....	297 95	
	$1,869 82	$1,869 82

WATERWORKS STREET,

FROM EAST EIGHTEENTH TO EAST TWENTIETH STREET.

Sixteen executions received from Land Commissioner.....		$913 00
Printing cost collected on satisfied executions.....		26 00
Printing cost collected on execution sold C. H. Bailey et al.....		28 20
Four executions satisfied.....	$332 78	
Eleven executions sold to city.....	517 74	
One execution sold to C. H. Bailey, trustee of Eliza S. Bailey....	62 48	
Printing cost as above.....	54 20	
	$967 20	$967 20

ALLEY IN BLOCK NO. 455 NORTH,

FROM GRATIOT STREET TO PAPIN STREET.

Nine executions received from Land Commissioner.....		$67 78
Five executions satisfied.....	$35 00	
Four executions sold to city.....	32 78	
	$67 78	$67 78

Digitized by Google

ALLEY IN BLOCKS NOS. 2253 AND 2256,

FROM JEFFERSON AVENUE TO SUMMIT AVENUE.

Thirteen executions received from Land Commissioner.....		$653 44
Printing cost collected on satisfied execution....		31 20
Five executions satisfied.....	$ 90 04	
Eight executions sold to city.....	563 40	
Printing cost as above.....	31 20	
	$684 64	$684 64

OPENING PAPIN STREET,

FROM JEFFERSON AVENUE TO SUMMIT AVENUE.

One execution received from Land Commissioner.....		$12 88
One execution satisfied.....	$12 88	
	$12 88	$12 88

OPENING VICTOR STREET,

FROM CARONDELET AVENUE TO SHENANDOAH STREET.

Thirty-three executions received from Land Commissioner.....		$1,051 44
Eighteen executions satisfied.....	$556 46	
Twenty-five executions remaining on hand.....	494 98	
	$1,051 44	$1,051 44

DOGS.

Since my last semi-annual report there has been killed (6804) six thousand eight hundred and four dogs.

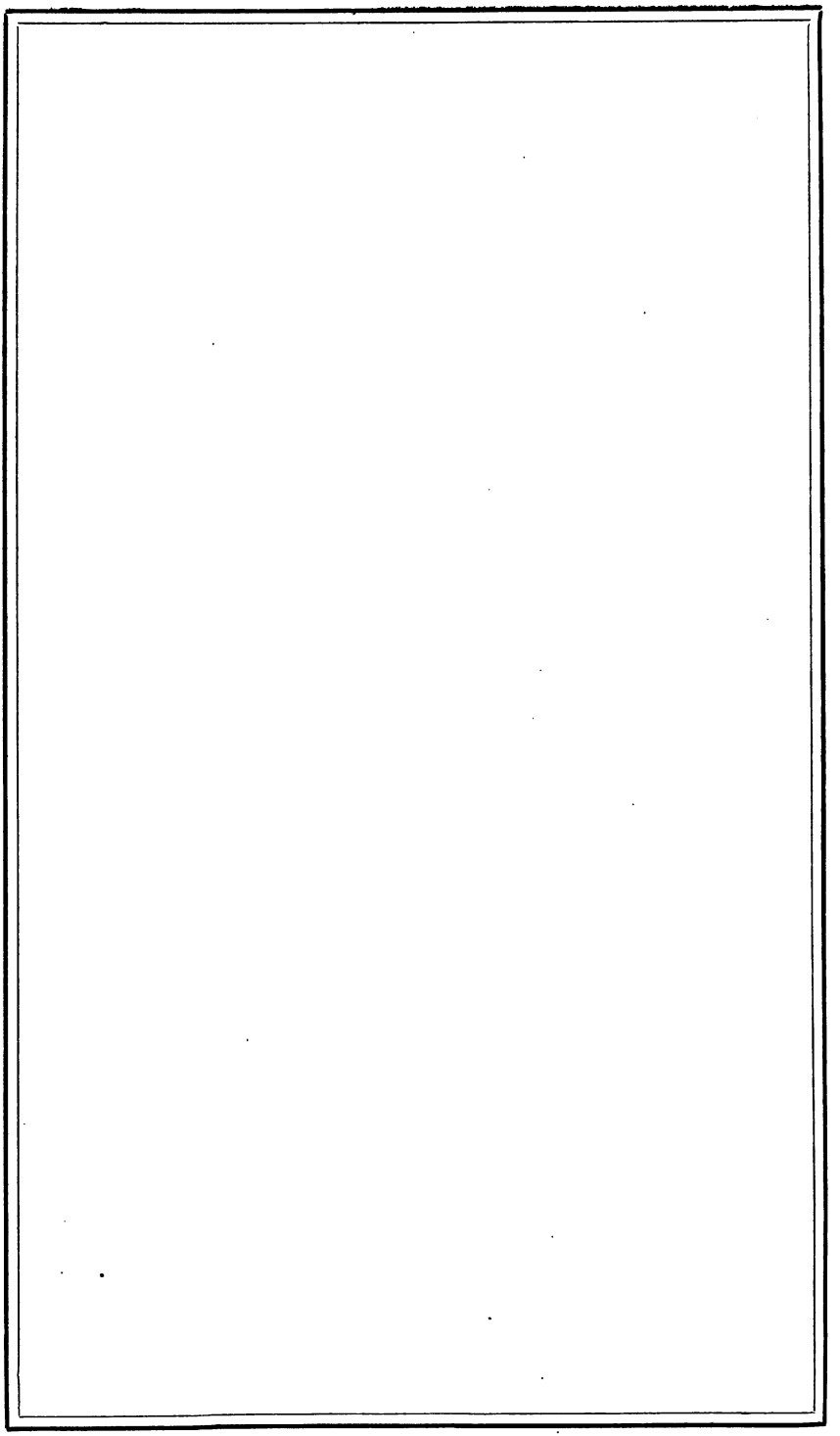
I have realized a surplus of one hundred and six ($10 600) dollars upon the sale of empounded cows, goats and hogs, which amount I have paid into the City Treasury.

Respectfully submitted,

JOHN R. SLEVIN,

City Marshal.

Digitized by Google



Digitized by Google

SEMI-ANNUAL REPORT

OF THE

MULLANPHY

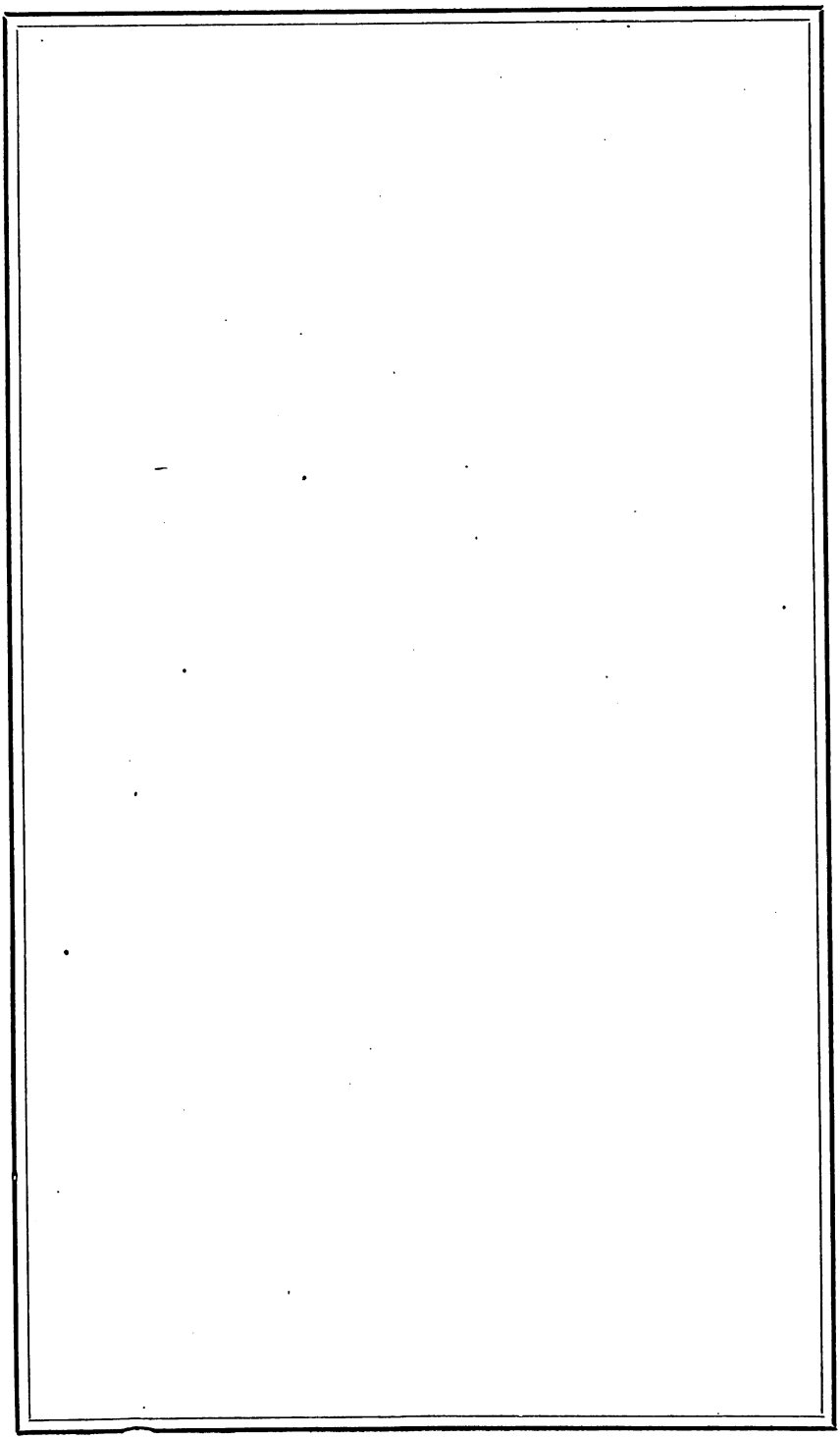
BOARD OF COMMISSIONERS,

FOR THE

FIRST HALF OF THE CURRENT YEAR,

Ending September 30, 1872.

Digitized by Google


Digitized by Google

REPORT

OF THE

MULLANPHY

BOARD OF COMMISSIONERS.

OFFICE BOARD OF COMMISSIONERS
MULLANPHY EMIGRANT RELIEF FUND,
ST. LOUIS, *October 1, 1872.*

To the Honorable City Council of the City of St. Louis:

GENTLEMEN—In compliance with the provisions of the Revised City Ordinances, chapter twenty-one, providing for the management of the Mullanphy Emigrant Relief Fund, we have the honor to submit this, our semi-annual report, for the six months ending on the thirtieth day of September, 1872.

RECEIPTS.

To Cash on hand, April 1, 1872	$6,693 46
Interest account	925 07
Ground rent account	4,479 66
House rent account	3,625 68
Bills receivable account	4,000 00
Relief account	58 00
Special taxes account	41 50
Insurance account	15 00
Bills payable account	8,243 35
Total	$28,081 72

Digitized by Google

EXPENDITURES.

By Relief Account—

For transportation of emigrants	$ 866 90
For boarding emigrants at the "Home"	2,702 93
By Repairs to buildings account	345 66
Special taxes account	1,412 83
Expense account	2,237 15
Insurance account	366 25
Real estate account	1,175 00
Peter Farley, contractor, on account	500 00
F. J. Capitain, Superintendent, on account	200 00
Charles Wehking, contractor for erecting fifteen houses on O'Fallon street	18,275 00
Total	$28,081 72

Relief has been granted, during the period named, to six hundred and three persons, to wit: Two hunred and seventy-three emigrants, and three hundred and thirty travelers; and five hundred and twenty-four inmates of the Home were boarded and lodged for fifteen hundred and thirty-five days; employment was found for one hundred and forty-one, and medical attendance was bestowed on seventy-two persons.

NATIVITY.

United States	140
France	1
England	58
Scotland	5
Ireland	47
Germany	309
Other countries	43
Total	603

DESTINATION.

Missouri	503
Kansas	42
Nebraska	9

Digitized by Google

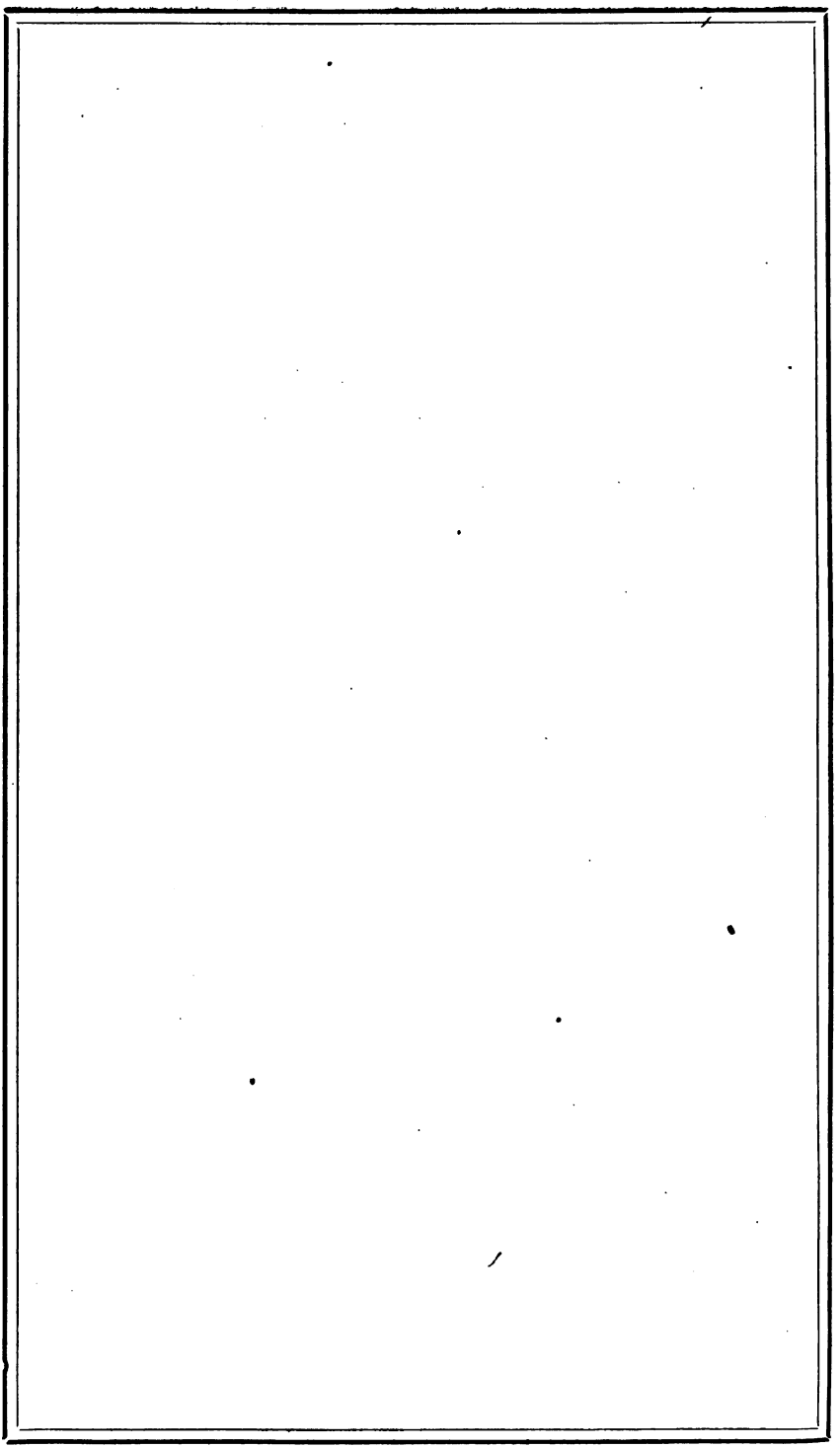
Kentucky	5
Iowa	11
Illinois	30
Wisconsin	3
Total	603

All of which is respectfully submitted.

JOHN G. PRIEST,

President.

Digitized by Google



Digitized by Google

REPORT

OF THE

BOARD

OF

FUND COMMISSIONERS.

Digitized by Google

Digitized by Google

REPORT

OF

FUND COMMISSIONERS.

OFFICE BOARD OF FUND COMMISSIONERS,
ST. LOUIS, *February 6, 1873.*

To the Honorable City Council of the City of St. Louis:

GENTLEMEN—The undersigned, Board of Fund Commissioners, beg leave to submit the following report of the condition of the Sinking Fund, and the transactions of this Board from January 15, 1872, to date.

The Sinking Fund on the fifteenth of January, 1872 (date of last report), was in possession of the following cash and assets, to wit:

Cash	$191,453 88
Coupons to the amount of	496,860 00
Ohio and Mississippi Railroad bonds	100,000 00
Real estate and Susisky security notes	132,494 36
Total cash and assets in Sinking Fund, January 15, 1872	$920,808 24
Amount carried forward	$920,808 24

Digitized by Google

Amount brought forward.....		$920,808 24

Transactions of the Board of Fund Commissioners from January 15, 1872, to February 6, 1873 (except as to matured coupons and notes, for which see statements below).

RECEIPTS—CASH AND ASSETS WITH WHICH THE SINKING FUND HAS BEEN CHARGED.

CASH.

1872.		
April 5—Amount of balance due by the city to the Sinking Fund on account of sales of city property, 1868 and 1870, paid this day by warrant No. 2, Board of Fund Commissioners' account.....	$ 15,280 00	
June 10—Amount of interest on deposits and additional interest on notes.....	1,570 58	
1873.		
Feb. 1—Amount of interest on deposits and additional interest on notes.....	1,379 27	
Feb. 5—Amount of general revenue appropriation, 1872-3, paid to Sinking Fund this date by warrant No. 1, Board of Fund Commissioners' account.....	10,000 00	
		$28,229 85

COUPONS.

1872.		
Feb. 14—Coupons from one hundred gold sewer bonds, ordinance 7798, two thousand at thirty dollars each, gold.....	$60,000 00	
Sept. 30—Coupons from one hundred and thirty gold sewer bonds, ordinance 7856, two thousand six hundred at thirty dollars each, gold.....	78,000 00	
1873.		
Jan. 27—Coupons from six bridge approach bonds, five hundred dollars each, ordinance 8103, one hundred and twenty at fifteen dollars each, gold.....	1,800 00	
		$139,800 00

DISBURSEMENTS—CASH AND ASSETS FOR WHICH THE SINKING FUND HAS RECEIVED CREDIT.

CASH.

1872.		
Feb. 14—Amount paid to City Treasurer for one hundred gold sewer bonds, ordinance 7798, purchased by Sinking Fund at par.....	$100,000 00	
		100,000 00
Amount carried forward.....		$1,188,838 09

Digitized by Google

Amount brought forward			$1,188,838 09
May 1—Amount paid to City Treasurer as part purchase money for one hundred and thirty gold sewer bonds, ordinance 7856, purchased by Sinking Fund at par	$100,000 00		
Sept. 30—Amount paid City Treasurer as balance due on the purchase of said one hundred and thirty gold sewer bonds	30,000 00		
		$130,000 00	
1873.			
Jan. 27—Amount paid City Treasurer for six bridge approach bonds, five hundred dollars each, ordinance 8103, purchased by Sinking Fund at par		3,000 00	
		$233,000 00	
NOTES.			
1872.			
July 19—Amount of real estate notes canceled and returned to City Auditor, the deeds of trust securing same having been foreclosed June 29, 1872		$9,725 38	
			$242,725 38
Total cash and assets in Sinking Fund, February 6, 1873			$846,112 71

The above amount of $846,112 71, is composed of the following items:

Cash	$ 53,630 00	
Coupons (of which $139,800 are gold)	616,020 00	
Ohio and Mississippi Railroad bonds	100,000 00	
Real estate notes	57,462 71	
Susisky security notes	19,000 00	
		$846,112 71

STATEMENT OF COUPONS MATURED (ABOVE REFERRED TO).

1872.		
Jan. 15—Balance due by the city for matured coupons, fiscal year 1871-2	$20,640 00	
April 4—Amount paid to Sinking Fund for balance of matured coupons, fiscal year 1871-2 (warrant No. 38, interest account)		$20,640 00
	$20,640 00	$20,640 00
The coupons matured and maturing during the fiscal year, and which have not yet been paid by the city to the Sinking Fund, amount to (of which $9,900 are payable in gold)		$85,830 00

Digitized by Google

STATEMENT OF NOTES MATURED (ABOVE REFERRED TO).

REAL ESTATE NOTES.

Amount of real estate notes on hand, January 15, 1872		$110,494 36
Amonnt collected on accuont of the above notes	$43,306 27	
Amount of notes canceled and returned to Auditor (see above)	9,725 38	
		$53,031 65
Amount of notes on hand, February 6, 1873		$57,462 71

SUSISKY SECURITY NOTES.

Amount of Susisky security notes on hand, January 15, 1872	$22,000 00
Amount collected on account of above notes	3,000 00
Amount of notes on hand February 6, 1873	$19,000 00

Respectfully submitted,

JOSEPH BROWN, *President*,
HENRY KAYSER, *Secretary*,
DAN'L G. TAYLOR, *Treasurer*,
Board of Fund Commissioners.

Digitized by Google

HARBOR MASTER'S

REPORT.

Digitized by Google

Digitized by Google

HARBOR MASTER'S

REPORT.

HARBOR MASTER'S OFFICE,
ST. LOUIS, *January 1, 1873.*

To the Honorable City Council of the City of St. Louis:

GENTLEMEN—I have the pleasure to report to your honorable body, that during the past year, ending December 31, 1872, I have placed in the hands of the City Collector, bills for wharfage amounting to seventy-five thousand two hundred and thirty-five dollars and forty-eight cents ($75,235 48). Forty-two thousand three hundred and fourteen dollars and fifty cents ($42,314 50), being steamboat and barge wharfage, the balance of thirty-two thousand nine hundred and twenty dollars and ninety-eight cents ($32,920 98), miscellaneous wharfage, making a total of seventy-five thousand two hundred and thirty-five dollars and forty-eight cents ($75,235 48).

Digitized by Google

Semi-annual statemement of the number of arrivals at the port of St. Louis, from July 1, 1872, to December 31, 1872, with number of arrivals, tonnage, wharfage, wood, lumber, and miscellaneous wharfage bills, viz:

Date. 1872.	Miscellaneous.	Arrivals.	Tonnage.	Wharfage.
July 1 to 31	Steamboat and barge bills	375	116708	$5,835 40
	Henry C. Yaeger, mill site	....	.....	250 00
	Three dock companies	....	.....	405 00
	St. Louis Gas Light Company	....	.....	400 00
	Illinois & St. Louis Coal Company	....	.....	125 00
	Lumber bills	....	.....	154 30
	Eight tow and transfer boats	....	.....	160 00
	Five tug boats	....	.....	40 00
	Six sand landings	....	.....	240 00
	Wood bills	....	.....	543 10
	Total wharfage	....	.....	$8,152 70
Aug. 1 to 31	Steamboat and barge bills	287	93654	$4,682 70
	Seven tow and transfer boats	....	.....	140 00
	Five tug boats	....	.....	50 00
	Six sand landings	....	.....	240 00
	Chouteau avenue ferry landing	....	.....	300 00
	Lumber bills	....	.....	554 46
	Illinois & St. Louis Coal Company	....	.....	125 00
	Wood bills	....	.....	676 50
	Total wharfage	...	.....	$6,768 66
Sept. 1 to 30	Steamboat and barge bills	284	93708	$4,685 40
	Wiggins Ferry Company	....	.....	4,000 00
	Huse, Loomis & Co	....	.....	375 00
	Six tow and transfer boats	....	.....	120 00
	Two tug boats	....	.....	50 00
	Six sand landings	....	.....	240 00
	Five packet boats	....	.....	2,000 00
	Grafton S. & T. Company	....	.....	125 00
	Lumber bills	....	.....	393 05
	Wood bills	....	.....	342 80
	Total wharfage	....	.....	$12,331 25
Oct. 1 to 31	Steamboat and barge bills	230	69268	$3,463 40
	Six tow and transfer boats	....	.....	120 00
	Five tug boats	....	.....	50 00
	Six sand landings	....	.....	240 00
	Lumber bills	....	.....	2,557 68
	Wood bills	....	.....	516 10
	Total wharfage	....	.....	$6,947 17

Digitized by Google

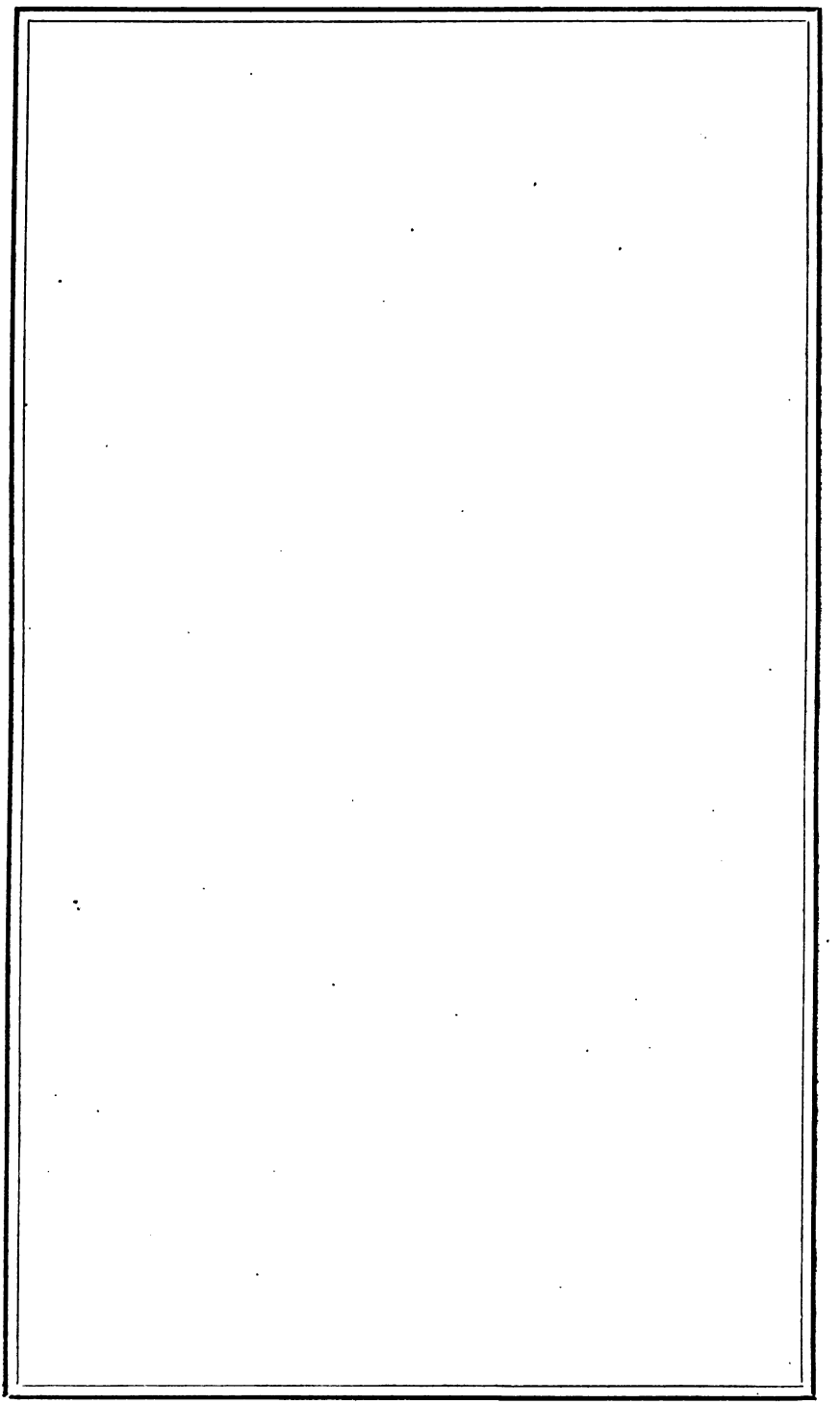
Date.	Miscellaneous.	Arrivals.	Tonnage.	Wharfage.
1872.				
Nov. 1 to 30—	Steamboat and barge bills	139	41625	$2,081 25
	Six tow and transfer boats	....	.....	120 00
	Five tug boats	....	.....	50 00
	Six sand landings	....	.....	240 00
	Illinois & St. Louis Coal Company	....	.....	125 00
	Three dock companies	....	.....	405 00
	Madison Ferry Company	....	.....	300 00
	Lumber bills	....	.....	93 06
	Wood bills	....	.....	393 80
	Total wharfage	....	.....	$3,808 11
Dec. 1 to 31—	Steamboat and barge bills	5	908	$ 45 40
	Four tow and transfer boats	....	.....	80 00
	Three tugs	....	.....	30 00
	Six sand landings	....	.....	240 00
	Dunnage bills	....	.....	165 84
	Lumber bills	....	.....	1,221 13
	Wood bills	....	.....	302 00
	Total wharfage	....	.....	$2,084 37
	Grand total	1320	415871	$40,092 26

Yours, respectfully,

JAMES DOYLE,

Harbor Master.

Digitized by Google



Digitized by Google

SEMI-ANNUAL REPORT

OF THE

BOARD OF WATER

COMMISSIONERS,

SUBMITTED TO THE

COMPTROLLER OF THE CITY OF ST. LOUIS,

NOVEMBER 1, 1872.

Digitized by Google

Digitized by Google

BOARD OF WATER COMMISSIONERS.

EX-OFFICIO PRESIDENT,

JOSEPH BROWN, *Mayor.*

COMMISSIONERS,

BOBERT M. RENICK, WILLIAM H. STONE,
HENRY FLAD.

OFFICERS.

MAYOR AND PRESIDENT EX-OFFICIO,

JOSEPH BROWN.

ACTING PRESIDENT,

ROBERT M. RENICK.

SECRETARY,

ASHTON P. JOHNSON.

AUDITOR AND PAYMASTER,

LEWIS C. SMITH.

CHIEF ENGINEER AND SUPERINTENDENT,

THOMAS J. WHITMAN.

ASSESSOR OF WATER RATES,

DAVID GOODFELLOW.

COLLECTOR OF WATER RATES,

ARDEN R. SMITH.

Digitized by Google

Digitized by Google

REPORT

OF THE

BOARD OF WATER COMMISSIONERS.

OFFICE BOARD OF WATER COMMISSIONERS,
Northwest corner Eighth and Pine Sts.
ST. LOUIS, *November 1, 1872.*

Henry Kayser, Esq., Cmptroller of the City of St. Louis:

SIR—In accordance with law, the Board of Water Commissioners have the honor of submitting the following report of the operations of the Board for the past six months, ending November 1, 1872.

The receipts and expenditures of the Board during the six months, from date of last report, are presented in a detailed form in Table No. 1, hereto appended; and, condensed, are as follows:

Cash on hand, May 1, 1872.....		$ 161,677 80
Receipts for six months, ending Nov. 1, 1872....		978,733 40
		$1,140,411 20
Expenditures for interest and discount on bonds	$327,912 50	
Construction.....	193,475 76	
Operating works and pipeage.	365,227 27	
		886,615 53
Balance, cash on hand, November 1, 1872.....		$253,795 67

It will be seen from an examination of Table No. 1, that the semi-annual interest payable on water bonds, December 25, 1872, is included in amount paid over by the Board to the City Treasurer.

Digitized by Google

Most of the items of expenditure for construction above given, are for extension of new works; a few being for the necessary finishing of the new works as originally planned.

Total receipts by the Board of Water Commissioners up to May 1, 1872, as per report of that date, were		$6,632,379 65
Add receipts for past six months		978,733 40
Gives total receipts up to November 1, 1872		$7,611,113 05
Total expenditures up to May 1, 1872, as per report were	$6,470,701 85	
Add expenditures for past six months	886,615 53	
		$7,357,317 38
Gives cash on hand November 1, 1872		$253,795 67

Receipts for water licenses for each day and each month, and total from May 1, 1872, to November 1, 1872, are given in Table No. 2, the net receipts for that period being $209,-161 47, showing an increase of receipts of $29,408 87 in comparison with corresponding period ending November 1, 1871.

A comparison of receipts from licenses for years ending November 1, 1871, and November 1, 1872, shows receipts for year ending November 1, 1871, to be $345,336 68, and for year ending November 1, 1872, $402,603 47,—there being an increase of $57,266 79.

Total revenue from water rates up to May 1, 1872, as per report of that date was	$3,764,920 09	
Add receipts from licenses for last six months	209,161 47	
Gives total revenue from water rates to November 1, 1872		$3,974,081 56

Previous to 1867 receipts from plumber's permits were included in receipts as above stated; since 1867 they are reported separate from licenses.

Receipts from plumber's permits for attachment to distribution pipe for last six months were $2,312 95. For corresponding period, ending November 1, 1871, they were $1,973 25, which shows an increase for past six months of $339 70.

Digitized by Google

Table No. 3 is an itemized statement of operating expenses for the past six months, as follows:

Running expenses of works	$83,388 85	
Collection of revenue	16,342 82	
		$99,731 67

On the sixteenth of October, 1872, the Board purchased the right to use Gallagher's patent hydrant for the City and County of St. Louis, said hydrant being the best invention of the kind for limiting the waste of water by consumers, that has come under their notice. They will, in the future, require its use by all plumbers.

Table No. 4 furnishes an itemized statement of engineering expenses for past six months, amounting to $8,542 41; and Table No. 5 is a detailed statement of miscellaneous expenses for past six months, amounting to $12,969 86.

PIPE LAYING.

The following pipe has been laid during the last six months, as per Table No. 6, under ordinances passed at session of the Council, ending July 10, 1871, viz.:

In	Ord.	In	Ord.
Carondelet avenue	7765	Pratte avenue	7690
Gate street	7687	Dorcas street	7794
Second Carondelet avenue	7651	Rosatti and Lynch streets	7701
Caroline street	7763	Seventh street	7700

Also, the following pipe has been laid during the last six months, as per Table No. 6, under ordinances passed at session of the Council, ending February 9, 1872, viz.:

In	Ord.	In	Ord.
Washington avenue	7884	Soulard street	7882
Olive street	7910	Pine street	7910
Gamble avenue	7837	Seventh street	7882
Menard street, from Carroll to Lafayette street	7911	Biddle street	7841
Scott avenue	7860	Walnut street, from Levee to Commercial street	7841
Twelfth street, from Spruce to Poplar street	7855	Elm street	7841
Twelfth street, from Clark avenue to Spruce street	7882	Market street	7841
		Carr street	7841
		Myrtle street	7841

Digitized by Google

PIPE LAID DURING LAST SIX MONTHS—CONTINUED.

In	Ord.	In	Ord.
Menard street, from Carroll to Marion street	7884	Chesnut street	7841
Dolman street	7855	Main street	7841
Gratiot street	7855	Wash street	7841
Gravois road	7910	Papin street	7841
Clark avenue, from High street to Jefferson avenue	7860	Walnut street, from alley in block 186 to Eighth street	7841
Clark ave., from Twentieth street to Tayon avenue	7910	Poplar street, from Fifth st. to Tenth street	7841
Thirteenth street	7947	Spruce street, from Seventh to Tenth street	7841
Closey street	7911	Cherry street	7841
Rosatti street, from Soulard street to Lafayette street	7911	Vine street	7841
Jackson street	7911	Olive street	7841
Sixth street	7947	Locust street	7841
Mulberry street	7841	Spruce street, from Third to Fourth street (pipe was already laid from Second to Third.)	7841
Cedar street	7841		
Plum street	7841		
Poplar street, from Levee to Main street	7841		

No ordinances for laying pipe were passed at session of the City Council, ending July 10, 1872.

In addition to the pipe authorized by ordinances of the City Council, the following pipe (six inch) has been laid: Bell street, from Garrison avenue to 157 feet east of east line of Compton avenue; Nineteenth street, from main in Franklin avenue northwardly 80 feet; North Market street, from Ninth street to east line of Tenth street.

Twenty inch pipe has been laid in Soulard street, from Rosatti street to Linn street, instead of six inch, as required by ordinance No. 7882, and said pipe was also extended from Rosatti street to Seventh street, and in Linn street to Lafayette avenue, to effect the connections necessary for a full supply of water at said points.

Fifteen inch pipe has been laid in Pine street, from Fourteenth street to Twenty-third street, instead of six inch, as required by ordinance.

Twelve inch pipe has been laid in Rosatti and Lynch streets, from Sidney street to Second Carondelet avenue, instead of six inch, as required by ordinance No. 7701 (no pipe having yet been laid in Second Carondelet avenue, from Lynch street to Utah street, on account of the street not being opened at this point).

Digitized by Google

Twenty inch pipe has been laid in Seventh street, from Chouteau avenue to Shenandoah street, and fifteen inch pipe has been laid in Seventh street, from Shenandoah street to junction of Carondelet avenue and Seventh street, instead of six inch, as authorized by ordinances Nos. 7700 and 7882. In Seventh street, from Park avenue to Carondelet avenue, and in same street from Chouteau avenue to Labadie street, and from Hickory to Rutgers street, that portion of the pipe laid, which was not required by ordinance, being laid in order to insure the proper connections.

Twelve inch pipe will be laid by the Board in Front street, from Chouteau avenue to Lewis street, as soon as the pipe, which is now under contract, can be obtained.

The total cost of pipe laid during the past six months will be found from total in Table No. 6, viz.: $797,438 23, less cost of thirty-six inch pipe and six inch pipe at Bissell's Point, and pipe in Grand avenue force main (laid previous to past six months, but details of cost of same made up within that period, and therefore included in table) viz.: $630,573 87=$166,864 36, and the length of said pipe is 52,132 feet, or 9 873-1000 miles. Of this cost $93,188 12 is to be assessed against the city, in accordance with act of the Legislature, approved March 29, 1872.

The total cost of pipe of all sizes, laid up to May 1, 1872, as per report of that date was	$1,837,313 38	
Add total of cost, from Table No. 6, of pipe extension hereto attached	797,438 23	
Gives total cost of pipe laid to November 1, 1872		$2,634,751 61

To which is to be added $92,000 00, approximate cost of Lafayette avenue supply main and pipe leading from distributing well of settling reservoirs to reservoirs, full details of which are not yet made up.

Eighty-nine fire plugs have been inserted in pipe extension during the last six months.

Two hundred fire plugs, of the four hundred contracted for with G. B. Allen & Co., April 9, 1872, have been re-

Digitized by Google

ceived to date, all of which are being inserted in the proper localities as fast as possible.

A large number of fire plugs will be put in by the Board in that portion of the city bounded by Cass avenue and Chouteau avenue, and Seventh street and the river,—this location having been determined by the Board and the Chief of Fire Department.

CONTRACTS.

On the third of June, 1872, proposals were received for furnishing coal, for use at high service and low service engine houses, at Bissell's Point, for one year from the twentieth of June, 1872, as follows:

Z. B. Job	10 1-4c per bushel.
A. F. Donk & Co	10 5-8c "
W. Brandenburg	10 1-4c "
Abbey Coal and Mining Co	11 3-4c "
Hazard & Wilson	9 3-4c "
Bartlett Coal and Mining Co	9 95-100c "

The contract was awarded to Hazard & Wilson, they being the lowest bidders.

On the fourteenth of October, 1872, the supply shed being empty, the Board, through their Chief Engineer and Superintendent, notified Messrs. Hazard & Wilson to deliver, in accordance with the terms of their contract, 50,000 bushels of coal at the storage shed at Bissell's Point, before the first day of December, 1872; also, to furnish the daily supply for the boilers, as required by contract.

On the fifteenth of October, 1872, Messrs. Hazard & Wilson, in answer to said notification, informed the Board, by communication, of their inability to furnish the 50,000 bushels of coal for storage shed, as required.

The Board thereupon declared the contract of Messrs. Hazard & Wilson to be forfeited, and so notified them.

The Board then advertised for proposals to furnish 225,000 bushels of coal, to be supplied to the Waterworks, from the

Digitized by Google

tenth day of November, 1872, to the first day of April, 1873, said proposals to be opened by the Board at 12 o'clock, noon, of the thirty-first day of October, 1872. On the thirty-first day of October, 1872, the Board, having received no proposals in answer to their advertisement, were reduced to the necessity of purchasing coal on the market.

On the eleventh of July, 1872, in accordance with advertisement, the Board sold at public auction all the ice to be made during the ensuing five winters at the storage reservoir at Compton Hill, and settling reservoirs at Bissell's Point. The following bidders participated in the sale, to wit: L. W. Buschman & Son, Andrew Murphy, Hazard & Wilson, James A. Smith, Henry Hannibal, Thomas Medanich, Martin Kohns, Ambs & Uhrig, Wm. Harding, Hughes, Loomis & Co., and James Cavanaugh.

The ice to be made at the storage reservoir for ensuing five winters was sold to Andrew Murphy, he being the highest bidder for the same, at one dollar and five cents per ton of 2,000 pounds, for all ice gathered; and the ice to be made at the settling reservoir, during the same period, was sold to James A. Smith at one dollar and seventy-six cents per ton of 2,000 pounds; and contracts for the proper fulfillment of said bids, with approved security, were entered into by both of said parties.

On September 7, 1872, a contract was made with the Grafton Stone and Transportation Company, to furnish about 1,000 cubic yards of dimension building stone for new engine foundations at Bissell's Point at $9 45 per cubic yard.

On the twelfth of September, 1872, proposals were received for painting foot bridge and gate house at Bissell's Point, and contract awarded to Charles Beck and W. H. Griepenburg, they being the lowest bidders, at the following prices: For painting foot bridge, $150; for painting gate house, $39. The foot bridge from low service engine house to inlet tower, and the gate house on tower, have been finished since date of last repoat.

Digitized by Google

On the eighteenth of October, 1872, the Board notified the Gaylord Iron and Pipe Co., that they would expect them to furnish the additional 20 per cent. of pipe (twelve inch), amounting to about 120 tons, as provided for in the terms of their contract, dated November 8, 1871, at the price stated in said contract.

NEW WORKS EXTENSION.

The grading of Grand avenue and Fourteenth street, preparatory to laying the new thirty-six inch force and distributing mains, has been fully completed and the pipe and castings for said mains, which were contracted for with the Gaylord Iron and Pipe Co., have been hauled to the ground, and the work of laying the same has been commenced under the superintendence of Mr. B. McSorley, Superintendent of pipe laying, and will be completed in a few months. The construction of the foundations for the new high service engine is being carried on under the superintendence of Mr. Adolph Knipper. The stone required for said work is being furnished under contract with the Grafton Stone and Transportation Co., as above mentioned.

On the fourth of October, 1872, the Board advertised for proposals, to be opened on the eleventh day of November, 1872, for one double-acting, condensing, beam engine, with crank and fly wheel, with steam cylinder sixty inches in diameter, and eighty-four inch stroke, for low service duty.

Plans and specifications for the new high service engine are nearly completed, and advertisement will soon be issued for proposals for same.

BONDS AND INTEREST.

In May last, Mayor Brown, in accordance with law, advertised for sealed proposals, to be opened at the City Hall, on the first day of July, 1872, for the purchase of $750,000 water bonds, to be delivered July 15, 1872, being remainder of $1,250,000 bonds authorized to be issued by act of the Legislature, approved February 2, 1872, for Waterworks purposes.

Digitized by Google

On the first day of July the proposals were opened by the Mayor, and the National Bank of the State of Missouri was found to be the highest bidder for the bonds at 96 1-2 cents, with interest from April, 1872, but the price bid not being deemed by the Mayor sufficiently high, he declined to make an award at that time. Higher offers, however, being made a few days subsequent, by several parties, and among them the National Bank of the State of Missouri, which offered the highest price, the bonds were sold to that bank, at 99 3-8 cents for the face of the bonds and for the accrued interest on same, from the first of April, 1872, the date of the bonds, to July 15, 1872, and the proceeds at that figure, amounting to seven hundred and forty-five thousand three hundred and twelve dollars and fifty cents, were paid over to the Board, by the Mayor, and receipt taken therefor.

On the twentieth of June, 1872, the Board paid over to Dan'l G. Taylor, City Treasurer, one hundred and thirty-five thousand one hundred dollars, on account of semi-annual interest due on $3,950,000 00 water bonds, June 25, 1872, and on October 7, 1872, they paid to the City Treasurer one hundred and seventy-five thousand dollars, for account of semi-annual interest due on $1,250,000 00 water bonds, October 1, 1872, and semi-annual interest payable on $3,950,-000 00 water bonds, December 25, 1872. It will thus be seen that the interest on water bonds is provided for by the Board, up to April 1, 1873, when the semi-annual interest on $1,250,000 00 bonds again falls due.

Respectfully submitted,

ASHTON P. JOHNSON,

Secretary.

Digitized by Google

Digitized by Google

TABLE NO. 1.

RECEIPTS AND EXPENDITURES

OF THE

WATERWORKS DEPARTMENT,

From May 1 to November 1, 1872.

Digitized by Google

TABLE NO. 1.

RECEIPTS AND EXPENDITURES FROM MAY 1, TO NOVEMBER 1, 1872.

Interest received on bonds when delivered to purchasers		$13,125 00	
Water bonds sold to National Bank State of Missouri		750,000 00	
Real estate (old frame house at Compton Hill)		250 00	
Completing contracts for high service engine found'tions, etc		1,000 00	
			$764,375 00
Water licenses	$209,493 90		
Less refunded	332 43		
		$209,161 47	
Plumbers' permits and taps		2,312 95	
Lafayette Park Board of Improvement bills for pipe laid		2,580 11	
Interest on special tax bills for laying pipe	50		
Interest on bills against Lafayette Park Board for pipe laid etc	161 75	162 25	
Meters		126 62	
Fines and penalties		15 00	214,358 40
			$978,733 40
Cash on hand May 1, 1872			161,677 80

Interest—			
Discount on $750,00 water bonds sold to National Bank State of Missouri		$17,812 50	
City Treasurer, for account of semi-annual interest due on water bonds, January 25, and October 1, 1872, and semi-annual interest payable on water bonds, December 25, 1872		310,100 00	
			$327,912 50
Engine houses and river work, Bissell's Point, (low service)	$2,731 01		
Less sundries credited to account	1,604 68		
		1,126 33	
Chas. J. Schultz, contractor for foot bridge to inlet tower		3,594 00	
Chas. J. Schultz, contractor for iron gate house on inlet tower		4,792 63	
			9,512 96
High service engine house, conduits, clear well, etc		2,236 03	
Less sundries credited to acc't		960 00	
			1,276 03
Miscellaneous expenses		12,969 86	
Less sundries credited to account	$285 00		
Less sundries credited to repairs	1 00	286 00	
			12,683 86
Settling reservors			1,413 18
Storage reservoir and pipe line		1,711 44	
Less sundries credited to acc't		57 00	
			1,654 44

Digitized by Google

				Stand pipe		$6 50
				New works—		
				Plowing grounds at Bissell's Point and sowing grass seed, etc.	$512 90	
				Less amount received for grass sold	225 00	287 90
				Filling in front of high-service engine house, C. Casey, cont'r.		221 70
						509 60
				Engineer Department		8,542 41
				Force main No. 2		3,390 03
				Grading Grand avenue from Bellefontaine Road to stand pipe, C. Casey, contractor		1,616 55
						5,006 58
				Fourteenth street distribution main		7,337 88
				Grading Fourteenth street for pipe line, J. Fruin, contractor		1,276 50
						8,614 38
				Material new Waterworks extension.—Gaylord Iron and Pipe Co., 36-in. pipe	$136,450 89	
				Gaylord Iron and Pipe Co., freight on castings, (36-in., Sept. 12, 1871, contract)	316 36	
				Gaylord Iron and Pipe Co., cutting pipe (36-in., Sep. 12, '71. $ 70 00 and Aug. 10, '71. 125 00 contracts)	195 00	
					$136,962 25	
				Less scrap sold from Gaylord's 36-in. pipe, Sept. 12, 1871. . $ 79 50 and Aug. 10, '71 105 37 contracts	184 87	136,777 38
				Less branch sold to Chicago waterworks		171 57
						136,605 81
Amount carried forward			$1,140,411 20	Amount carried forward		$513,739 05

Digitized by Google

TABLE NO. 1—CONTINUED.

Amount brought forward			$1,140,411 20
Brought forward		$513,739 05	
Collins & Holliday, contractors for 4 36-in. gate valves and 2 36-inch check valves for new mains		$2,367 00	
High-service third engine foundations		5,232 21	
Low-service third engine foundations		50 00	$521,388 26
Operating expenses	$99,731 67		
Less sundries credited to acct, received from Saengerfest Association	541 69	99,189 98	
Extension of distribution pipe, labor, etc		34,725 51	
Material, viz:—			
Lead, fire plugs, valves, boxes, etc	$34,261 30		
Less material sold (to Saengerfest As'n) etc.	1,355 91	32,905 29	
Gaylord Iron and Pipe Co., 12-in. pipe	7,818 83		
Gaylord Iron and Pipe Co., 20-in. pipe	58,658 01		
Gaylord Iron and Pipe Co., special castings	8,573 15		
Gaylord Iron and Pipe Co., freight on castings, 12 and 20-inch	864 66		
Gaylord Iron and Pipe Co., cutting pipe, 12 and 20-inch	249 75		
	76,164 40		
Less for scrap sold from Gaylord's 12 and 20-in. pipe	259 48	75,904 92	

Digitized by Google

				Shickle, Harrison & Howard, 6-in. pipe	64,842 47		
				Shickle, Harrison & Howard, 12-inch pipe	11,875 45		
				Shickle, Harrison & Howard, 15-inch pipe	$9,837 36		
				Shickle, Harrison & Howard, 20-inch pipe	25,312 45		
				Shickle, Harrison & Howard, special castings	8,286 55		
				Shickle, Harrison & Howard, bolts, nuts and washers and drilling holes in saddle pipe	104 00		
				Shickle, Harrison & Howard, putting rings on fire-plug covers and one valve cover	111 55		
				Shickle, Harrison & Howard, cutting branch and fit'g saddle	4 90		
						$229,184 94	
				Plumbers' taps		881 96	
				Meters		1,244 88	$365,227 27
							886.615 53
				Cash on hand November 1, 1873			253.795 67
			$1,140.411 20				$1,140,411 20

Digitized by Google

TABLE NO. 2.

AMOUNT COLLECTED FOR WATER LICENSES FROM MAY 1, 1872, TO NOVEMBER 1, 1872.

Date.	May.	June.	July.	August.	September.	October.	Total collected each day of each month.
1	$1,381 50	$1,177 00	$1,496 50	$975 50	.....	$1,807 00	$6,837 50
2	2,011 50	.....	1,884 00	1,311 00	$1,109 50	2,022 00	9,038 00
3	2,199 00	1,642 50	966 00	1,426 50	2,100 00	1,907 50	10,241 50
4	2,948 50	2,525 50	.....	.....	2,644 50	4,819 00	12,937 50
5	.....	3,125 00	2,969 00	4,305 50	3,951 00	4,317 50	18,668 00
6	4,760 00	3,896 00	3,655 00	6,756 50	3,987 50	.....	23,055 00
7	2,697 00	1,775 50	.....	1,620 00	1,771 00	6,631 00	14,494 50
8	1,828 50	1,194 50	1,530 00	1,609 50	.....	2,788 50	8,951 00
9	1,811 50	.....	1,945 00	2,101 00	3,150 00	1,986 00	10,993 50
10	2,206 00	1,469 50	1,948 00	3,951 90	1,500 00	.....	11,015 40
11	1,251 00	1,704 50	1,101 50	.....	903 00	1,928 00	6,888 00
12	.....	.....	1,605 60	825 00	1,233 00	1,598 50	5,265 00
13	751 00	1,928 00	528 00	841 50	1,145 50	.....	5,194 00
14	853 50	1,546 50	.....	476 50	874 50	1,494 50	5,245 50
15	648 00	877 00	628 50	952 50	.....	918 50	4,024 50
16	595 00	.....	925 00	328 50	600 00	1,386 50	3,834 00
17	647 00	721 50	327 00	130 50	355 00	2,347 00	4,528 00
18	371 50	2,538 00	682 50	.....	404 00	4,383 50	8,379 50
19	.....	283 50	309 50	189 50	165 50	955 50	1,903 50
20	530 50	666 00	204 00	818 00	584 50	.....	2,803 00
21	370 00	2 1 00	.....	180 50	237 50	1,091 00	2,110 00
22	218 00	196 50	156 00	182 50	.....	299 00	1,052 00
23	335 50	.....	1,81 50	201 50	793 00	924 50	4,073 00
24	587 50	186 50	175 00	202 50	1,012 50	114 00	2,27 · 00
25	157 00	294 00	91 50	.....	982 50	346 00	1,871 00
26	.....	397 00	648 50	174 50	229 50	2,650 00	4,099 50
27	940 50	727 00	218 00	304 50	183 00	.....	2,373 00
28	319 00	307 00	.....	1,217 00	611 00	306 50	2,760 50
29	1,789 50	570 00	1,980 50	334 50	.....	398 00	5,072 50
30	1,221 00	.....	501 50	344 50	1,875 50	536 50	4,479 00
31	687 50	.....	2,876 50	638 50	.....	826 00	5,028 50
	$34,116 50	$20,919 50	$31,174 00	$32,399 90	$33,103 00	$48,781 00	$209,493 90
	Less refunded.....						332 43
	Net amount collected.....						$201,161 47

Digitized by Google

TABLE NO. 3.

CURRENT OPERATING EXPENSES

OF THE

WATERWORKS DEPARTMENT,

From May 1 to November 1, 1872.

Digitized by Google

TABLE NO. 3.

CURRENT OPERATING EXPENSES OF THE WATERWORKS DEPARTMENT FROM MAY 1, 1872, TO NOVEMBER 1, 1872.

Items.	May.		June.		July.		August.		September.		October.		Total expenditure for each item.
	Water Rates office.	Chief Engineer and Superintendent's department, etc.	Water Rates office.	Chief Engineer and Superintendent's department, etc.	Water Rates office.	Chief Engineer and Superintendent's department, etc.	Water Rates office.	Chief Engineer and Superintendent's department, etc.	Water Rates office.	Chief Engineer and Superintendent's department, etc.	Water Rates office.	Chief Engineer and Superintendent's department, etc.	
Pay rolls	$2,188 32	$6,240 37	$2,184 98	$5,606 50	$2,188 32	$5,611 00	$2,188 32	$5,936 62	$2,188 32	$6,080 49	$3,927 21	$5,744 37	$50,084 82
Coal	.....	4,0.2 89	.....	11,371 51	.....	.....	.....	4,575 89	.....	2,132 78	.....	1,649 89	23,742 96
Repairs of engines and pumps	.....	7 50	.....	57 69	.....	95 41	.....	1,939 65	.....	533 16	.....	465 93	3,099 34
Meter repairs	75	.....	.....	.....	.....	.....	.....	.....	55 60	.....	3 78	.....	59 53
Gas	.....	.....	.....	670 83	.....	.....	.....	.....	.....	248 15	.....	.....	918 98
Stationery	.....	.....	11 50	2 00	.....	.....	31 10	16 70	10 50	.....	31 50	.....	103 30
Printing	19 00	.....	170 50	.....	.....	.....	24 00	6 00	.....	.....	105 50	.....	325 00
Hauling	.....	683 26	.....	1,066 67	.....	1,338 28	.....	1,031 55	.....	562 59	.....	581 30	5,263 65
Plumbing	9 82	164 95	.....	59 00	6 00	8 64	4 80	19 23	.....	7 80	.....	73 05	353 29
Packing, rope and yarn, etc	.....	238 84	.....	110 63	.....	118 25	.....	71 25	.....	168 84	2 09	118 24	828 14
Leather	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 14	.....	.....	3 14
Oil	.....	89 88	.....	.....	.....	129 99	.....	10 80	.....	132 80	.....	31 62	395 09
Sundries	.....	31 05	.....	15 88	3 30	22 83	1 00	2 15	45	11 10	13 75	3 95	105 46
Engine house repairs	.....	65	.....	62 25	.....	21 80	.....	.....	.....	23 00	.....	10 40	118 10
Office furniture	.....	.....	8 50	11 50	63 00	.....	.....	.....	.....	15 00	.....	.....	98 00
Tools	.....	658 70	7 00	209 90	15 00	1,367 59	2 00	202 91	4 75	198 10	120 00	250 14	3,036 09
Repairs of tools	.....	124 80	.....	167 25	.....	158 00	.....	116 25	.....	158 05	126 60	15 50	866 45
Sal soda	.....	19 98	.....	.....	.....	.....	.....	.....	.....	.....	.....	14 84	34 82
Advertising	.....	33 75	.....	73 00	.....	54 00	.....	247 40	.....	.....	.....	.....	408 15
Traveling exp'nses	63 80	69 90	79 50	41 65	137 95	78 90	112 15	49 00	76 56	232 00	53 00	42 75	1,036 35
Lumber	.....	.....	.....	8 50	.....	.....	.....	.....	.....	53 99	.....	99 75	162 22

Digitized by Google

Repairing wooden pavement				143 93	18 51	514 34		120 45		2,169 50		2,125 20		4,991 93
Paint										15 00				15 00
Soap										13 00				13 00
Tallow		61 74				58 23				64 22		61 4		245 65
Nails and screws		75		9 75		12 26				10		9 25		32 11
White lead		12 00				12 70								24 70
Rope		59 45				172 51				67 43		8 40		307 79
Ice				19 15		49 81		2 60		1 50				73 06
Red lead						5 00								5 00
Repairs		6 60	5 40		4 65	1 20	20 65	6 90	32 15	17 15	21 75	185 40		301 25
Distribution rep'rs		156 00		203 15		296 20		109 80		2.4 95		115 45		1,105 55
Pipe-plugs		3 50												3 50
Fuel				33 75		2 50				5 00				41 25
Assignment of hydrant patent												1,250 00		1,250 00
Improving reservoir grounds												279 00		279 00
	$2.281 69	$12.675 06	$2,467 38	$19,844 49	$2.436 73	$10,129 44	$2.384 02	$14,465 15	$2,367 82	$13,138 82	$4.405 18	$13.135 89		$99,731 67

Digitized by Google

TABLE NO. 4.

EXPENSES OF THE ENGINEER DEPARTMENT OF THE WATER-WORKS FROM MAY 1, 1872, TO NOVEMBER 1, 1872.

Items.	May.	June.	July.	August.	September.	October.	Total expenditure for each item.
Pay rolls	$1,031 66	$1,031 66	$1,031 66	$1,031 66	$856 66	$1,456 66	$6,439 96
Stationery	19 00	.....	4 00	41 40	9 95	.....	74 05
Traveling exp's.	39 80	50 00	119 05	30 80	36 00	46 30	321 95
Sundries	6 70	11 50	3 50	32 95	4 10	1 75	60 50
Office furniture.	9 00	.....	.....	.....	.....	.....	9 00
Printing	.....	.....	.....	.....	19 40	.....	19 40
Inspection	94 10	44 00	19 50	24 95	20 10	20 10	222 75
Repairs	.....	.....	85 80	....	.....	4 00	89 80
Drawings of engines	.....	500 00	.....	.....	.....	.....	500 00
Plans of engines	.....	.....	500 00	.....	.....	300 00	800 00
Mounting drawings	.....	.....	.....	... .	.....	5 00	5 00
	$1,200 26	$1,637 16	$1,763 51	$1,161 76	$945 91	$1,833 81	$8,542 41

TABLE NO. 5.

MISCELLANEOUS EXPENSES OF THE WATERWORKS DEPARTMENT FROM MAY 1, 1872, TO NOVEMBER 1, 1872.

Items.	May.	June.	July.	August.	September.	October.	Total expenditure for each item.
Pay roll Secretary's office, Auditor and Janitor	$600 00	$600 00	$600 00	$616 66	$616 66	$616 66	$3,649 98
Commissioners' salaries	2,250 00	.....	.....	2,250 00	.....	.....	4,500 00
Stationery	21 05	4 25	8 40	5 50	6 05	3 25	48 50
Sundries	39 52	16 35	55 50	35 75	10 75	23 80	181 67
Printing	28 00	32 50	50 00	.....	257 50	.....	368 00
Advertising	83 10	740 00	295 40	341 00	.....	.....	1,459 50
Office furniture.	.....	8 50	10 25	.. ..	9 00	.....	27 75
Legal services	.....	.....	.....	.....	.....	150 00	150 00
Rent	500 00	500 00	250 00	250 00	250 00	250 00	2,000 00
Gas	18 17	20 31	14 61	13 54	12 97	16 30	95 90
Fuel	9 58	39 13	.....	4 75	.....	.....	53 56
Traveling exp's.	143 50	.....	90 00	4 25	5 25	4 00	247 00
Repairs	.....	.....	15 00	.....	114 50	3 50	133 00
Hose	55 00	.....	.....	.....	.....	.....	55 00
	$3,747 92	$1,961 14	$1,389 16	$3,521 45	$1,282 68	$1,067 51	$12,969 86

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

UNIVERSITY OF MICHIGAN
3 9015 06855 4982

Digitized by Google

Digitized by Google